

ANNUAL REPORT

OF THE

COMMISSIONER OF NAVIGATION

TO THE

SECRETARY OF COMMERCE AND LABOR

FOR THE

FISCAL YEAR ENDED JUNE 30, 1910



WASHINGTON
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REPORT

OF THE

COMMISSIONER OF NAVIGATION.

DEPARTMENT OF COMMERCE AND LABOR,
BUREAU OF NAVIGATION,
Washington, November 30, 1910.

SIR: I have the honor to submit herewith my annual report. The statistical information required by law may be found in the appendixes and statistical tables.

By statute it is the province and duty of the Department of Commerce and Labor to foster, promote, and develop the foreign and domestic commerce, the shipping and fisheries industries, and the transportation facilities of the United States. The law requires the Commissioner of Navigation to "investigate the operation of the laws relative to navigation, and annually report to the Secretary of Commerce and Labor such particulars as may, in his judgment, admit of improvement or may require amendment."

OCEAN-MAIL BILL.

The most important of the laws relative to navigation which in my judgment admit of improvement or require amendment are still, as they have been for years, those which affect the development of American shipping in foreign trade. Our tonnage registered for foreign trade now amounts to only 782,517 gross tons, the smallest amount in seventy years, except for the year 1898. When from this tonnage are subtracted vessels which have outlived their usefulness but still retain their registers, vessels in trade between our Atlantic and Pacific coast ports by way of the Isthmus of Tehuantepec, which by law are required to be registered although cargoes on this route can be carried only by American ships, and the tonnage on the Yukon River, the remainder comprises little outside of steamers under the ocean-mail act of 1891 and the five trans-Pacific liners under the American flag. Last year American ships carried only 8.7 per cent of our exports and imports, the smallest percentage in our history, save in 1901. Unless conditions shall be changed by the action of Congress, the outlook for the future will remain more discouraging than it has been in many years. The practical method of immediate improvement is the extension of the ocean-mail act of 1891. For years the Presidents of the United States in their annual messages and the heads of the departments of Government concerned directly or indirectly with shipping have outlined general national

policies which would be promoted by such legislation. The reports of this Bureau for years have stated in detail facts in support of the proposition. It is not considered necessary to reiterate in this report such detailed statements, for they are already accessible. Such an extension of the act would not only be in the line of policies pursued from time to time by the United States, but it would also be in accord with methods adopted successfully by other maritime nations. The proposition is in no sense experimental.

In the interests of American shipping in foreign trade—apart from its relations to the ocean-mail service and to the national defense, with which this Bureau is only indirectly concerned—the passage of Senate bill 6708 at the coming short session is earnestly recommended. The bill reads:

A BILL to amend the Act of March third, eighteen hundred and ninety-one, entitled "An Act to provide for ocean mail service between the United States and foreign ports and to promote commerce."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Postmaster-General is hereby authorized to pay for ocean mail service, under the Act of March third, eighteen hundred and ninety-one, in vessels of the second class on routes to South America, to the Philippines, to Japan, to China, and to Australasia, four thousand miles or more in length, outward voyage, or on routes to the Isthmus of Panama, at a rate per mile not exceeding the rate applicable to vessels of the first class, as provided in said Act, and in vessels of the third class on said routes, at a rate per mile not exceeding the rate applicable to vessels of the second class, as provided in said Act: *Provided*, That if no contract is made under the provisions of this Act for a line of ships between a port on the Atlantic coast south of Cape Charles and South American ports, the Postmaster-General shall, provided two or more lines are established from North Atlantic ports, require that one of said lines shall, upon each outward and homeward voyage, touch at at least two ports on the Atlantic coast south of Cape Charles, regard being had in the selection of such ports of call to geographical location and to the volume of the export and import business of the ports so selected: *Provided further*, That the total expenditure for foreign mail service in any one year shall not exceed the estimated revenue therefrom for that year.

In brief, the bill provides that American ocean mail steamships of 16 knots or upward and of 5,000 gross tons or over shall be paid \$4 a mile on the outward voyage on the routes specified instead of \$2 permitted by the act of 1891. These vessels must meet the numerous requirements of that act.

The trans-Andine railway connecting Valparaiso on the Pacific coast with Buenos Aires on the Atlantic coast of South America is already in operation. The ocean-mail system of Great Britain has already been adapted to the changed conditions created by the railway through the consolidation of the Royal Mail Steamship Company and the Pacific Steam Navigation Company. The mails and passengers of Europe for Chile and Peru and vice versa are thus already transported more quickly than when they had to be carried either through the Straits of Magellan or by way of the Isthmus of Panama. We are promised that the Panama Canal will be opened to navigation on January 1, 1915, a date only four years hence. Unless it is proposed at the outset to abandon entirely to foreign shipping ocean communication between the United States and the west coast of South America through the Panama Canal, legislation to secure the establishment of American mail lines through the canal should be undertaken at once. Four years is a very short time within which to assemble the capital, establish terminals and trade connections, and build the ships required for the

purpose. It should be borne in mind, too, that mails and passengers for Argentina can be carried more quickly from the United States through the canal to Valparaiso and thence by the trans-Andine railroad than they can be carried directly by the Atlantic route. The distance from New Orleans through the canal to Valparaiso is 4,038 nautical miles and from our other principal seaports on the Atlantic and Gulf slightly more. The bill in question accordingly admits of the establishment of one or more American steamship lines through the canal to the west coast of South America. The longer legislation on this subject is delayed the more difficult will be the attainment of this end.

While Congress has already provided liberally for the construction of the Panama Canal and has passed or has under consideration propositions relating to the relations of the canal to our political welfare, no bill has yet been passed with a view to the impetus which the canal should give to our maritime commercial power.

PANAMA CANAL TOLLS.

There is ample precedent for the payment from the Treasury of the United States of tolls which will accrue on vessels of the United States passing through the Panama Canal, and the passage at the coming session of Congress of a bill providing for such payment is recommended in the interest of American shipping. Many acts of Congress provide that certain fees shall be charged and collected by collectors of customs, inspectors of steam vessels, and shipping commissioners for the issue of various marine documents, the inspection of vessels, and the shipment of crews. By the act of June 19, 1886, Congress provided that no fees shall be charged or collected for such services to vessels of the United States, but that the Secretary of the Treasury shall allow and pay from any money in the Treasury not otherwise appropriated the fees hitherto imposed upon the owners of such vessels of the United States. Such fees in the main are still collected from the owners of foreign vessels. This system is in entire accord with our treaty obligations, by which we are bound to accord to foreign vessels in our ports equality of treatment with American vessels. If foreign governments elect to pay the entry and clearance fees, etc., which their ships incur in ports of the United States, it is quite within their power to make the necessary appropriations in the same manner that the Forty-ninth Congress provided for the payment from the Treasury of such charges when imposed on the owners of vessels of the United States.

Again, as stated in this report last year—

The refund of Suez Canal tolls as a means of promoting national shipping is a specific part of the policy of Russia, Austria-Hungary, and Sweden, and indirectly through their subsidies to national mail lines using the canal such refund is in effect part of the policy of Germany, France, Holland, Japan, Italy, and Spain. The British Peninsular and Oriental subsidy chances to be almost exactly the sum of its Suez Canal tolls, \$1,600,000.

The first paragraph of article 3 of our treaty of November 18, 1901, with Great Britain provides:

The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality, so that there shall be no discrimination against any such nation, or its citizens or subjects, in respect of the conditions or charges of traffic, or otherwise. Such conditions and charges of traffic shall be just and equitable.

It would be inappropriate in this place to consider the question whether in view of the exceptional relations of the United States to the Panama Canal consistently with this treaty Congress could pass an act that vessels of the United States shall be exempt from tolls. The proposition to pay from the Treasury of the United States tolls on American vessels is in no manner inconsistent with the paragraph.

STATISTICS FOR THE YEAR.

On June 30, 1910, the merchant marine of the United States, including all kinds of documented shipping, comprised 25,740 vessels of 7,508,082 gross tons. On June 30, 1909, it comprised 25,688 vessels of 7,388,755 gross tons. The following table shows the geographical distribution, motive power, material of construction, and trade of vessels of the United States for the fiscal year 1910, in comparison with similar data for the year 1909, and also the construction for the two years.

COMPARISON OF MERCHANT MARINE OF 1909 AND 1910.

Classification.	1909.		1910.	
GEOGRAPHICAL DISTRIBUTION.				
Atlantic and Gulf coasts.....	<i>Number.</i> 17,203	<i>Gross tons.</i> 3,500,304	<i>Number.</i> 16,999	<i>Gross tons.</i> 3,517,132
Porto Rico.....	83	8,740	85	5,541
Pacific coast.....	3,378	915,357	3,534	918,489
Hawaii.....	43	19,120	40	18,102
Northern lakes.....	3,190	2,782,481	3,273	2,895,102
Western rivers.....	1,782	102,663	1,809	153,716
Total.....	25,688	7,388,755	25,740	7,508,082
POWER AND MATERIAL.				
Sail:				
Wood.....	9,580	1,465,446	8,811	1,405,692
Metal.....	132	245,030	136	249,781
Total.....	9,712	1,711,076	8,947	1,655,473
Steam:				
Wood.....	9,783	1,157,510	10,534	1,130,535
Metal.....	1,858	3,591,714	1,918	3,709,826
Total.....	11,641	4,749,224	12,452	4,900,361
Canal, wood.....	745	80,951	674	74,068
Barges				
Wood.....	3,449	760,465	3,508	780,300
Metal.....	141	87,039	159	97,880
Total.....	3,590	847,504	3,667	878,180
• Grand total.....	25,688	7,388,755	25,740	7,508,082
TRADE.				
Registered:				
Sail:				
Wood.....	448	185,728	354	125,303
Metal.....	22	45,330	18	33,574
Total.....	470	231,058	372	168,877

COMPARISON OF MERCHANT MARINE OF 1909 AND 1910—Continued.

Classification	1909.		1910.	
TRADE—continued.				
Registered—Continued.				
Steam—	Number.	Gross tons.	Number.	Gross tons.
Wood.....	340	71,474	351	64,364
Metal.....	149	507,052	143	492,613
Total.....	498	578,526	497	556,977
Barges—				
Wood.....	644	72,277	636	70,327
Metal.....	21	5,644	21	5,644
Total.....	665	77,921	657	75,971
Total registered.....	1,633	887,505	1,620	791,825
Enrolled and licensed.				
Sail—				
Wood.....	9,135	1,281,064	8,457	1,280,389
Metal.....	107	198,954	118	216,207
Total.....	9,242	1,480,018	8,575	1,496,596
Steam—				
Wood.....	9,431	1,084,690	10,180	1,066,171
Metal.....	1,712	3,086,008	1,775	3,277,213
Total.....	11,143	4,170,698	11,955	4,343,384
Canal, wood.....	745	80,951	674	74,068
Barges—				
Wood.....	2,804	687,924	2,872	709,973
Metal.....	121	81,659	138	92,236
Total.....	2,925	769,583	3,010	802,209
Total enrolled and licensed.....	24,055	6,501,250	24,214	6,716,257
Grand total.....	25,688	7,388,755	25,740	7,508,080
CONSTRUCTION DURING THE YEAR.				
Geographical distribution.				
Atlantic and Gulf coasts.....	582	108,904	601	150,828
Porto Rico.....	8	85	7	131
Pacific coast.....	276	22,759	279	16,870
Northern lakes.....	174	100,402	281	168,751
Western rivers.....	207	5,940	193	5,488
Total construction.....	1,247	238,090	1,361	342,068
Power and material.				
Sail:				
Wood.....	132	20,965	121	15,659
Metal.....	9	7,985	6	3,699
Total.....	141	28,950	127	19,358
Steam:				
Wood.....	754	25,066	842	23,005
Metal.....	67	123,142	94	234,988
Total.....	821	148,208	936	257,993
Canal, wood.....	21	2,292	50	5,720
Barges:				
Wood.....	251	52,844	229	47,060
Metal.....	13	5,796	19	11,937
Total.....	264	58,640	248	58,997
Total construction.....	1,247	238,090	1,361	342,068

ANALYSIS OF THE YEAR'S CONSTRUCTION.

During the past fiscal year 1,361 vessels, of 342,068 gross tons, were built and documented in the United States, compared with 1,247 vessels, of 238,090 gross tons, for the previous fiscal year. The year's output, accordingly, has met the anticipations expressed in last year's report, that while 400,000 tons (our average) would probably not be built "the product should exceed 325,000 tons, unless work now in progress or contracted for is delayed by strikes." Relatively, the recovery of the shipbuilding industry during the year was more rapid in the United States than in the United Kingdom. The salient features of the year's construction readily appear from the following table of vessels of 1,000 gross tons and upward built and documented during the year, these 53 vessels aggregating nearly 70 per cent of the total construction.

VESSELS OF 1,000 GROSS TONS AND OVER BUILT IN THE UNITED STATES AND DOCUMENTED DURING THE YEAR ENDED JUNE 30, 1910.

Name	Gross tons.	Where built.	Name.	Gross tons.	Where built.
<i>SEABOARD.</i>			<i>SEABOARD—cont'd.</i>		
<i>Steel steamers.</i>			<i>Wooden schooners.</i>		
Wilhelmina.....	6,974	Newport News, Va.	Wyoming.....	3,730	Bath, Me.
Kentucklan.....	6,006	Baltimore, Md.	Mary L. Baxter.....	1,036	Do.
Hector.....	5,451	Do.	Total (2).....	4,766	
Mars.....	5,451	Do.	<i>GREAT LAKES.</i>		
Vulcan.....	5,451	Do.	<i>Steel steamers.</i>		
City of Montgomery.....	5,425	Newport News, Va.	J. P. Morgan, jr....	7,521	Lorain, Ohio.
City of St. Louis.....	5,425	Do.	William B. Schiller, jr.	7,521	Duluth, Minn.
J. A. Chanslor.....	4,938	Do.	Norway.....	6,073	Toledo, Ohio.
Bear.....	4,507	Do.	John B. Cowles.....	6,614	Lorain, Ohio.
Beaver.....	4,507	Do.	John P. Reiss.....	6,432	Do.
Coastwise.....	4,015	Camden, N. J.	A. A. Augustus.....	6,380	Do.
Transportation.....	4,015	Do.	Charles L. Hutchinson.	6,377	Do.
Herman Frasch.....	3,803	Quincy, Mass.	A. M. Byers.....	6,304	Cleveland, Ohio.
Millinocket.....	3,336	Baltimore, Md.	G. A. Tomlinson.....	6,361	Lorain, Ohio.
North Land.....	3,282	Wilmington, Del.	J. S. Ashley.....	6,361	Do.
Jean.....	3,125	Newport News, Va.	Joseph Wood.....	6,360	Do.
Napa Valley.....	1,500	San Francisco, Cal.	Charles S. Price.....	6,322	Do.
I. D. Fletcher.....	1,034	Baltimore, Md.	Leonard B. Miller.....	6,281	Cleveland, Ohio.
Total (18).....	78,815		E. H. Utley.....	6,287	Wyandotte, Mich.
<i>Steel ferry, river, and bay steamers.</i>			Harry Yates.....	6,077	St. Clair, Mich.
Rensselaer.....	2,600	Newburgh, N. Y.	Peter Reiss.....	5,923	Superior, Wis.
Three Rivers.....	1,110	Baltimore, Md.	Champlain.....	5,494	Ecorse, Mich.
Total (2).....	3,800		St. Clair.....	5,484	Do.
<i>Steel schooner.</i>			Ontario.....	5,484	Do.
Delawanna.....	1,200	Camden, N. J.	Octorara.....	4,329	Wyandotte, Mich.
<i>Steel barges</i>			Conemaugh.....	3,898	Do.
N. Y. P. & N. R.R.			North Star.....	3,849	St. Clair, Mich.
Barge No. 17.....	1,288	Camden, N. J.	Alabama.....	2,620	Manitowoc, Wis.
S. O. Co. No. 10....	1,113	Do.	Arlington.....	2,338	Wyandotte, Mich.
Total (2).....	2,401		Brandon.....	2,338	Do.
<i>Wooden steamer.</i>			Rochester.....	1,003	Do.
Klaworth.....	1,083	Fairhaven, Cal.	Erwin L. Fisher....	1,184	Toledo, Ohio.
			Total (27).....	142,521	
			Grand total (53)...	234,706	

Strictly speaking, the three colliers for the navy—*Hector*, *Mars*, and *Vulcan*—each of 5,451 gross tons, should not be included in a report on the merchant marine, although, on application, official numbers were awarded to them. Temporarily they add to the figures of construction, but ultimately they add nothing to the merchant marine. The transportation of coal for the British navy furnishes regular employment to British merchant colliers. Of course, if our Government is to transport coal for the American Navy in government-owned colliers, this line of employment will not be open to American shipowners.

The two largest ocean steamers built during the year—*Wilhelmina* and *Kentuckian*—were built under the protection afforded by the application of the coasting laws to trade between Hawaii and the mainland of the United States and to trade by way of the Isthmus of Tehuantepec. Under those applications of the coasting law, shipbuilding for those trades has steadily increased, but it has scarcely kept pace with the demand for increased ocean transportation facilities. Indeed, a bill has been pending in Congress for several years to allow foreign steamers to carry passengers between Hawaii and the mainland. The opening of the Panama Canal in 1915 will doubtless lead to a greatly increased demand for ocean transportation facilities between the Atlantic and Pacific coasts of the United States. It is a moral certainty that unless these facilities are provided by American shipbuilders and shipowners there will be a very loud demand for the repeal of the coasting laws restricting this trade to American vessels. The opening of the canal ought to give a powerful stimulus to our merchant marine, but such will not be the fact unless those directly concerned begin in the very near future to prepare for the event. Four years will prove a very short time in which to make the necessary financial arrangements and to build the ships in the United States required to carry by sea through the canal the probable cargoes between our two coasts.

The following summary of the vessels just named and of vessels of over 1,000 tons built during the preceding four years shows the changes in the larger forms of construction for the five-year period:

COMPARISON OF VESSELS OF 1,000 GROSS TONS AND OVER BUILT, 1906-1910.

Type	1906.		1907.		1908.		1909.		1910.	
	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.
Seaboard:										
Ocean steel steamers.....	3	15,344	22	87,612	25	101,658	2	6,780	18	78,845
Steel ferryboats, steam dredges, river and bay steamers.....	10	16,681	6	9,217	4	5,726	6	13,768	2	3,800
Wooden steamers.....	2	3,185	2	2,246	1	2,662	1	2,662	1	1,083
Wooden schooners.....	4	8,330	3	6,624	4	10,187	3	7,514	2	4,766
Steel schooners.....	1	1,000	3	4,698	.....	.....	.....	.....	1	1,290
Steel unrigged vessels.....	.....	.....	2	2,511	1	1,738	1	1,288	2	2,401
Total.....	18	41,355	38	113,850	36	121,555	13	32,042	26	92,185
Great Lakes:										
Steel steamers.....	40	232,366	36	217,755	58	322,806	17	84,428	27	142,521
Steel unrigged vessels.....	.....	.....	.....	.....	.....	.....	1	1,029	.....	.....
Total.....	40	232,366	36	217,755	58	322,806	18	85,457	27	142,521
Grand total.....	58	273,721	74	331,605	94	444,361	31	117,499	53	234,706

^a Including one western river steamer, 1,103 tons.

CONSTRUCTION DURING THE FISCAL YEAR 1911.

Up to November 14, 1910, the new merchant tonnage officially numbered amounts to 117,991 gross tons, compared with 54,060 tons for the corresponding period during the previous fiscal year. Superficially these figures would indicate an output of fully 400,000 tons for the current year, or the average annual construction. The steel construction building or contracted for on July 1, 1909, amounted to 168,000 tons and on July 1, 1910, to 146,000 tons. There is reason to look for only a moderate output from the yards of the Great Lakes during the current year, on account of the large output of recent years and the higher efficiency of the carriers built recently in that region. Accordingly, unless there should be some stimulus to shipbuilding during the spring the current year's construction will not show any material increase in volume over that of last year.

The present and recent conditions of the steel shipbuilding industry in the United States are shown by the following table, giving the number and tonnage of steel vessels under construction or under contract on the dates named:

COMPARISON OF VESSELS BUILDING, 1900-1910.

Date	Merchant.				Government.		Total	
	Lake.		Seaboard.					
	No.	Gr. tons.	No.	Gr. tons.	No.	Tons. ^a	No.	Tons.
August 15, 1900.....	20	70, 119	48	207, 561	47	113, 329	115	391, 009
June 15, 1901.....	26	81, 780	63	273, 865	71	281, 148	160	636, 793
July 1, 1902.....	39	124, 537	65	222, 949	67	269, 890	171	617, 376
July 1, 1903.....	30	109, 020	58	146, 055	47	334, 147	135	589, 822
July 1, 1904.....	1	400	56	94, 588	38	331, 435	95	426, 423
July 1, 1905.....	27	104, 007	49	86, 836	39	308, 702	115	499, 605
July 1, 1906.....	33	175, 472	78	159, 299	29	237, 814	140	572, 585
July 1, 1907.....	50	253, 949	84	149, 524	45	151, 993	179	555, 466
July 1, 1908.....			13	14, 775	82	130, 001	95	150, 866
July 1, 1909.....	13	41, 305	52	127, 453	52	164, 184	117	333, 032
July 1, 1910.....	36	59, 092	63	86, 075	45	184, 096	144	329, 863

^a Displacement.

In accord with the custom of the Bureau for some years past, American builders of steel vessels were requested to make a return showing the steel merchant vessels under contract or under construction at their respective establishments at the beginning of the current fiscal year. The Navy Department, the Revenue-Cutter Service, the Bureau of Light-Houses, and other branches of the Government engaged in operating vessels for public purposes were requested to furnish a similar statement of vessels building or under contract in private yards for their service on that date. The details of these statements are tabulated in Appendix E. The following is a summary:

NUMBER AND TONNAGE OF STEEL MERCHANT AND GOVERNMENT VESSELS UNDER CONSTRUCTION IN AMERICAN SHIPYARDS ON JULY 1, 1910, WITH CAPITAL INVESTED AND MEN EMPLOYED.

	Capital.	Men.	Merchant ships building.		Government vessels building.		Merchant capacity.	
			No.	Tons.	No.	Tons.	No.	Tons.
SEACOAST.								
Merchant and Government.								
New York Shipbuilding Co., Camden, N. J.	\$10,000,000	4,000		9,100	a 6	78,051	5	50,000
Fore River Shipbuilding Co., Quincy, Mass.	4,800,000	3,500	3	5,550	a 7	b 32,426	(c)	(c)
William Cramp & Sons Ship and Engine Building Co., Philadelphia, Pa.	16,000,000	4,000	9	(c)	6	b 47,586	10	100,000
Newport News Shipbuilding and Dry Dock Co., Newport News, Va.	(c)	5,000	7	34,950	9	b 2,226	10	50,000
Maryland Steel Co., Sparrows Point, Md.	2,000,000	1,800	5	17,862	1	19,375	4	40,000
Moran Co., Seattle, Wash.	2,500,000	1,000	2	2,718	2	(c)	4	16,000
Union Iron Works, San Francisco, Cal.	(c)	(c)	1	1,800	2	(c)	(c)	(c)
Pusey & Jones, Wilmington, Del.	(c)	(c)	3	489	1	355	(c)	(c)
Total.....	b 35,300,000	b 19,300	35	b 72,469	34	b 180,019	b 33	b 256,000
Merchant only.								
T. S. Marvel Shipbuilding Co., Newburgh, N. Y.	300,000	350	4	4,350			4	4,500
Burlee Dry Dock Co., Port Richmond, N. Y.	700,000	600	9	2,883			16	6,000
Harlan & Hollingsworth Co., Wilmington, Del.	1,500,000	1,800	5	5,632			15	15,000
John H. Dialogue & Son, Camden, N. J.	(c)	350	2	350			(c)	3,000
Johnson Iron Works, Ltd., New Orleans, La.	40,000	50	3	391			12	5,000
Willamette Iron and Steel Works, Portland, Oreg.	750,000	50	5	(c)			5	(c)
Total.....	b 3,290,000	3,200	28	b 13,606			b 52	b 33,500
Government only.								
Bath Iron Works, Bath, Me.	850,000	1,000			3	2,226	4	7,500
GREAT LAKES AND WESTERN RIVERS.								
American Bridge Co., Pittsburg, Pa.	(c)	100	12	5,610	4	440	(c)	(c)
Buffalo Dry Dock Co., Buffalo, N. Y.	(c)	800	1	(c)			4	15,000
American Shipbuilding Co., Cleveland, Ohio.	(c)	2,100	2	2,617			3	18,800
Lorain, Ohio.	(c)	1,700	6	7,984			9	18,700
Dubuque Boat and Boiler Works, Dubuque, Iowa.	60,000	130	1	1,104			1	1,104
Johnson Bros., Ferrysburg, Mich.	125,000	70	2	146			5	500
Toledo Shipbuilding Co., Toledo, Ohio.	2,000,000	900	3	2,054			6	25,000
Great Lakes Engineering Works, Detroit, Mich.	2,500,000	1,500	5	35,200			12	80,000
Benjamin L. Cowles, Buffalo, N. Y.	10,000	25	2	554			3	1,500
Manitowoc Dry Dock Co., Manitowoc, Wis.	300,000	250	1	525			(c)	5,000
Detroit Shipbuilding Co., Detroit, Mich.	1,963,509	2,000	1	3,898			5	35,000
E. J. Howard, Jeffersonville, Ind.	(c)	(c)			1	210	(c)	(c)
Racine Boat Manufacturing Co., Muskegon, Mich.	1,000,000	400			3	1,201	4	4,000
Total.....	b 7,958,509	b 9,975	36	b 59,692	8	1,851	b 52	b 234,604
REPORTING NO VESSELS UNDER CONSTRUCTION.								
Arthur Sewall & Co., Bath, Me.	(c)	(c)					(c)	(c)
The Atlantic Works, East Boston, Mass.	(c)	(c)					(c)	(c)
Quintard Iron Works, New York, N. Y.	(c)	(c)					(c)	(c)
W. & A. Fletcher Co., Hoboken, N. J.	(c)	(c)					(c)	(c)
Riverside Iron Works, Charleston, S. C.	(c)	(c)					(c)	(c)
Delaware River Iron Ship Building and Engine Works, Chester, Pa.	(c)	(c)					(c)	(c)
James Rees & Sons Co., Pittsburg, Pa.	(c)	(c)					(c)	(c)
Risdon Iron and Locomotive Works, San Francisco, Cal.	2,000,000	200					4	4,000
Superior Shipbuilding Co., West Superior, Wis.	(c)	(c)					(c)	(c)
Chicago Shipbuilding Co., Chicago, Ill.	(c)	(c)					(c)	(c)
Total.....	b 2,000,000	b 200					b 4	b 4,000

^a Includes 1 battle ship for Argentina.

^b Incomplete.

^c Not reporting.

NUMBER AND TONNAGE OF STEEL MERCHANT AND GOVERNMENT VESSELS UNDER CONSTRUCTION IN AMERICAN SHIPYARDS ON JULY 1, 1910, WITH CAPITAL INVESTED AND MEN EMPLOYED—Continued.

	Capital.	Men.	Merchant ships building.		Government vessels building.		Merchant capacity.	
SUMMARY.			No.	Tons.	No.	Tons.	No.	Tons.
Seacoast:								
Merchant and government.....	\$35,300,000	10,300	35	72,400	34	180,019	33	256,000
Merchant only.....	3,290,000	3,200	28	13,606			52	33,500
Government only.....	8,850,000	1,000			3	2,228	4	7,500
Great Lakes and western rivers.....	7,958,500	9,975	36	59,692	8	1,851	52	234,604
No construction.....	2,000,000	200					4	4,000
Total.....	\$49,398,500	\$33,675	90	\$145,797	45	\$184,006	\$145	\$535,604

a Incomplete

Besides the navy vessels included in the tables above, the battle ship *Florida*, 21,825 tons displacement, of 20 knots speed, is being built at the navy-yard at New York.

TRADE OF OCEAN STEAMERS.

The following table shows the ocean steamers of 1,000 gross tons and over built in the United States during the decade according to the trade for which they were originally designed. Of the 6 ships built for the trans-Atlantic trade, the *Finland*, *Kronland*, and *Samland* have been transferred to the Belgian flag and the *Missourian*, *Virginian*, and *Massachusetts* have been put into the coasting trade by way of Tehuantepec. Of the 4 ships built for the direct trans-Pacific trade, the *Minnesota* alone now remains in that trade, and 2 of the ships for the trans-Pacific trade to Australia by way of Hawaii, the *Sierra* and *Sonoma*, have been withdrawn. The decade opened with a promise of legislation which would give American steamships a presentable standing in transoceanic trade, but that promise thus far has not been fulfilled, and, as the table below shows, the situation is less encouraging now than ten years ago.

TRADES OF OCEAN STEAMERS OF OVER 1,000 GROSS TONS BUILT, 1901-1910.

Year.	Foreign.								Coasting.				Total.	
	Trans-Atlantic.		Trans-Pacific (direct).		Trans-Pacific (via Hawaii).		West Indies, Mexico, Venezuela.		Hawaii.		Other.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		
1901.....					3	18,495	4	17,121	4	22,492	14	37,134	25	95,242
1902.....	1	12,760	2	19,212	1	11,276	3	5,353	2	13,079	12	47,095	21	108,775
1903.....	4	36,500			1	11,284			2	17,286	11	36,401	18	101,471
1904.....	1	7,914	1	20,714	2	27,276					3	15,407	7	71,311
1905.....			1	20,714							6	20,856	7	41,570
1906.....							2	12,414			1	2,930	3	15,344
1907.....							2	12,782	1	8,579	10	66,251	22	87,612
1908.....									4	21,477	21	80,181	25	101,658
1909.....											2	6,780	2	6,780
1910.....							1	8,803	2	13,580	15	61,462	18	78,845
Total....	6	57,174	4	60,640	7	68,331	12	51,473	15	66,403	104	374,497	148	708,608

TONNAGE TAXES.

Tonnage duties during the fiscal year amounted to \$1,081,526.70, an increase of \$29,152.33 over the previous year and the largest amount collected from this source since 1884, when reductions were made by act of Congress. The collections during the fiscal year were made under three statutes. Collections under the act of 1884 as amended by the act of 1886 were made up to October 9, 1909, when section 36 of the tariff act of August 5, 1909, went into effect. That act reduced from 3 cents to 2 cents the rate per ton imposed at five entries during any one year upon vessels coming from near-by foreign ports. It also repealed the so-called reciprocal exemption law of 1884 and 1886.

By the act of March 8, 1910, vessels entering otherwise than by sea from foreign ports at which no tonnage or light-house dues or equivalent taxes are imposed on vessels of the United States were exempted from tonnage taxes in the United States. This act in effect applies to American and Canadian vessels in trade on the Lakes between the United States and the Province of Ontario where they are in competition to a considerable extent with the railroads.

Under the law as it now stands the receipts from tonnage duties during the current fiscal year will probably show a reduction below those of the past fiscal year. Of last year's collections American vessels paid \$77,812.01, as they conduct only a small portion of our foreign trade. British vessels paid \$584,478.96 and German vessels \$155,786.25. Under our present ocean-mail system ships of these nations are paid larger amounts for carrying the outward mails of the United States. The tonnage-tax laws of the United States are now in a more satisfactory shape than in many years, and no change in the way of increase or decrease seems desirable.

FOREIGN-BUILT YACHT TAX.

Under section 37 of the tariff act of August 5, 1909, eight foreign-built yachts owned by American citizens have paid annual taxes at the rate of \$7 per gross ton, amounting to \$18,883.34, and three foreign-built yachts owned by American citizens have paid the alternative duty of 35 per cent ad valorem, aggregating \$18,900, and in accord with the provisions of that section have been registered as yachts of the United States entitled to all the privileges as such. The constitutionality of the act, it will be recalled, has been questioned, but the test cases have not yet been decided by the courts.

REPORTS OF SHIPPING COMMISSIONERS.**WORK OF SHIPPING COMMISSIONERS.**

Summaries of the work of shipping commissioners for the past fiscal year, so far as they can be expressed in statistical terms, are printed in Appendix A. The most useful services of shipping commissioners in settling disputes, caring for seamen's property, tracing relatives, and similar matters can not of course be reduced conveniently to tabular form. At the beginning of the past fiscal year there were 18 shipping commissioners at the seaports, with 35 deputies, in

all a force of 53. The office of shipping commissioner at Castine, Me., was discontinued on January 31, 1910, because the volume of business was so small that the necessary work could be performed by the collector of customs at that port under the provisions of section 4503 of the Revised Statutes.

The following summary shows the aggregate routine work and salaries of shipping commissioners for the past decade:

Year.	Seamen shipped, reshipped, and discharged.	Salaries.	Average cost per man.	Year.	Seamen shipped, reshipped, and discharged.	Salaries.	Average cost per man.
1901.....	160,377	\$59,379.84	\$0.37	1906.....	227,392	\$60,595.23	\$0.26
1902.....	176,836	55,988.36	.33	1907.....	259,570	61,716.60	.24
1903.....	197,918	60,938.79	.30	1908.....	307,299	63,585.16	.21
1904.....	201,273	61,548.12	.31	1909.....	341,980	62,944.79	.18
1905.....	218,031	59,282.67	.27	1910.....	356,448	65,539.19	.18

The number of seamen shipped, reshipped, and discharged has risen from 160,377 in 1901 to 356,448 in 1910, an increase of 122 per cent in the volume of routine work. The amount of salaries paid to shipping commissioners and their clerks has risen from \$59,379.84 in 1901 to \$65,539.19 in 1910, an increase of 10 per cent. The average cost of services per man has decreased from 37 cents in 1901 to 18 cents in 1910. The satisfactory results are in the main due to the operation of acts of Congress, but in part may be attributed to some watchfulness by the Bureau over expenditures.

During the year 32 collectors of customs acting as shipping commissioners have shipped 2,349 seamen and discharged 1,078. Whenever during a year the number of seamen shipped, reshipped, and discharged before a collector of customs reaches 1,000 inquiry is made as to the desirability of establishing a shipping commissioner's office in the district. The table of work performed by collectors of customs as shipping commissioners in Appendix A shows that there must be a material increase in work of this kind before the question of establishing additional shipping commissioners' offices will arise.

SALARIES OF SHIPPING COMMISSIONERS.

The sundry civil appropriation act approved June 25, 1910, contains the following provision:

So much of the act approved June nineteenth, eighteen hundred and eighty-six (Statutes at Large, volume twenty-four, page seventy-nine), as makes a permanent indefinite appropriation to pay compensation to shipping commissioners and the clerks of the shipping commissioners for services under said act is hereby repealed, to take effect from and after June thirtieth, nineteen hundred and eleven; and the Secretary of Commerce and Labor shall, for the fiscal year nineteen hundred and twelve, and annually thereafter, submit to Congress in the regular Book of Estimates detailed estimates for compensation of such commissioners and clerks.

In accord with this provision estimates for the salaries of shipping commissioners and their clerks have been submitted based on the work of shipping commissioners during the past fiscal year. The Bureau construes this section of the sundry civil act as in effect a repeal of so much of section 4501 of the Revised Statutes as author-

izes the Secretary of Commerce and Labor to appoint shipping commissioners at ports of ocean navigation which, in his judgment, may require the same. Shipping commissioners accordingly will not be appointed except where Congress makes specific appropriations for them. The Bureau also understands that the section of the sundry civil law just quoted does not repeal so much of the act of June 19, 1886, as provides that the compensation of shipping commissioners shall not exceed the amounts fixed by the schedule of fees to be found at page 896 of the Revised Statutes.

NATIONALITY OF CREWS.

The men shipped and reshipped (including repeated voyages) by shipping commissioners on vessels of the United States during the past six fiscal years were classed by nationality as follows:

Nationality.	1905.	1906.	1907.	1908.	1909.	1910.
Americans (born).....	37,098	37,070	44,095	52,065	58,692	59,810
Americans (naturalized).....	22,511	23,456	25,737	28,713	31,073	31,736
British.....	13,790	14,517	16,606	19,964	21,572	21,047
Chinese.....	432	286	267	369	127	137
Japanese.....	537	586	614	585	686	480
Filipinos.....	57	59	52	120	135	120
Germanians.....	4,178	4,368	5,276	6,158	6,153	6,832
Norwegians.....	6,019	6,477	6,810	8,132	9,031	9,190
Swedes.....	4,223	4,704	4,587	6,008	6,571	7,123
Danes.....	1,509	1,547	1,895	2,316	2,238	2,293
Russians.....	2,810	2,803	3,083	3,714	3,750	3,684
Austrians.....	1,145	1,267	1,160	1,430	1,527	1,513
French.....	562	530	638	630	702	517
Spanish.....	11,738	13,464	16,371	17,894	23,306	24,540
Italians.....	4,593	4,571	5,403	3,462	3,540	3,649
Portuguese.....	3,827	3,988	3,332	3,850	3,901	4,073
Others.....	5,314	5,639	6,910	7,663	7,853	8,952
Unknown.....	292	407	553	129	20	13
Total.....	120,635	126,745	143,399	163,192	180,942	185,721
Per cent Americans.....	49.4	48.2	48.7	49.5	49.6	49.3

These figures do not include, of course, seamen shipped abroad before consuls on American vessels.

DESERTION OF SEAMEN.

The percentage of seamen who desert from American vessels is relatively small, and desertion has ceased to be so considerable a factor in American shipping affairs as it was in the days of sailing vessels. The percentage of seamen who fail to report on board after having signed articles before shipping commissioners in ports of the United States for the past nine years is shown by the following table:

Year.	Shipped and reshipped.	Failed to join.	Percent.	Year.	Shipped and reshipped.	Failed to join.	Percent.
1902.....	108,554	4,278	3.94	1907.....	143,399	4,007	2.79
1903.....	120,785	5,187	4.29	1908.....	163,192	3,101	1.90
1904.....	112,957	3,857	3.41	1909.....	181,032	2,114	1.17
1905.....	120,782	3,273	2.71	1910.....	185,721	2,690	1.45
1906.....	126,745	3,894	3.07				

The facts concerning desertion of seamen from American vessels in foreign ports are even more significant. Reports for the past fiscal year have been received from 259 American consulates, which cover practically our entire consular representation at foreign maritime ports. These reports show the clearances (counting repeated voyages) of 1,847 American steamers and 657 American sail vessels. The details are printed in Appendix C. The following table shows the number of the crews of these vessels, the number of seamen shipped and discharged in foreign ports, and the number of deserters:

Vessels.	Men.	Shipped.	Discharged.	Deserters.
Steam.....	137,612	15,670	15,335	335
Sail.....	7,001	1,395	1,070	157
Total.....	144,613	17,065	16,405	492

Out of a total of 144,613 men (counting repeated voyages), only 492 deserted, or scarcely one out of 300—a percentage so small as to be inappreciable. There are two possible explanations for these facts. Conditions of life on American vessels may be in the main so satisfactory that seamen prefer to remain with their ships rather than seek by desertion the conditions of labor in foreign ports or on foreign ships. Another theory was set forth in Senate Document No. 379, Sixty-first Congress, second session, in which certain seamen of the United States allege that the seamen “stand in the same relation to the vessel as the serf did to the estate, as the slave to his master.” At the International Seamen’s Congress held at Copenhagen, August 27, 1910, the first resolution read:

That the following changes and improvements be made in the maritime legislation of every country:

1. The abolition of imprisonment of seamen deserting ships while in a safe harbor.

The Copenhagen resolutions and the Senate document enumerated concerning the imprisonment of seamen for desertion, so far from being progressive, are twelve years behind the legislation of the United States. The act of December 21, 1898, abolished the penalty of imprisonment for desertion from American vessels in ports of the United States, the Dominion of Canada, Newfoundland, the West Indies, and Mexico. More than nine-tenths of the seamen on American vessels by the act of December 21, 1898, were thus relieved and have been for twelve years from the penalty of imprisonment for desertion. Outside the countries named the law of the United States still provides for arrest for desertion, but it is a dead letter. The reason is expressed concisely by the American consul at Southampton, England, where 121 out of 335 desertions from American steamers occurred:

No requests for arrests were made by any master losing the men. The policy of the masters has been to let all such men go, they being able at all times to fill all vacancies so created in the crew.

In fact, in foreign ports where imprisonment is still permitted by our law, last year American consuls reported only eight arrests. One seaman was arrested and returned to his ship at Tahiti, Society Islands, 2 at Hakodate, Japan, and 3 at Manila. At Port Elizabeth,

Cape of Good Hope, the consul caused the arrest of 1 American seaman from the bark *Charmer*. The consul reports:

He was arrested by the local authorities and imprisoned for a few hours only, and at his own request was placed aboard his ship, from whence he again deserted and has not since been apprehended.

The consul at Montevideo caused the arrest of a deserter from the whaler *Andrew Hicks*.

These facts do not justify any American seaman in the statement against the laws of his country:

We now raise our manacled hands in humble supplication and pray that the nations issue a decree of emancipation and restore to us our right as brother men.

The fragment of American law which still authorizes the arrest of seamen for desertion from American ships in remote ports may well be repealed because it is a dead letter. Whether foreign nations should repeal their laws providing for the arrest and imprisonment of deserting seamen from their ships is a matter concerning which for obvious reasons this Bureau is not called upon to express an opinion.

ALLOTMENT NOTES.

The issue of allotment notes in the United States to seamen under section 24 of the act of December 21, 1898, so far as American vessels are concerned, is now limited practically to the few square-rigged vessels still afloat under the flag. These are now decreasing in number and tonnage at the rate of about 10 per cent a year, so that in a short time the allotment system so far as American ships are concerned will cease. The allotment law is applicable to foreign ships in the United States, but its enforcement in the first instance depends upon the cooperation of foreign consuls. The following table shows the number of allotment notes issued in recent years to seamen on American vessels:

Year.	Creditors		Relatives.	Total.
	Square-rigged.	All other vessels.		
1902.....	2,523	1,091	240	4,454
1903.....	2,005	1,870	284	4,159
1904.....	1,966	1,513	287	3,766
1905.....	1,595	919	304	2,818
1906.....	1,492	421	309	2,222
1907.....	1,323	400	239	2,052
1908.....	967	393	133	1,493
1909.....	660	114	84	858
1910.....	681	145	79	905

REMISSION OR MITIGATION OF FINES, PENALTIES, AND FORFEITURES.

The following table shows the applications for the mitigation or remission by the Secretary of Commerce and Labor of fines, penalties, and forfeitures under the navigation laws considered in the Bureau of Navigation during the past fiscal year. They are classed, first, according to the port, and, second, according to the principal statutes violated. At the bottom of the table is a brief summary of similar cases for the previous six years.

Port.	Total.	Steamboat laws (4399-4500, R. S.).	Surrendered license (4325-4326, R. S.).	Rules of road (June 7, 1897), inland lakes and St. Marys River	Bills of health (February 15, 1893).	Anchorage rules (May 16, 1898).	Passenger act (August 2, 1892).	Inspection of enrollment and license (4336, R. S.).	Master's report on arrival (2774, R. S.).	Name on vessel (4175, R. S.).	Change of master (4334, R. S.).	Unloading (2872, R. S.).	Miscellaneous.
Annapolis.....	2		1								1		
Apalachicola.....	4	4											
Baltimore.....	12	4		2	4		1	1					
Barnstable.....	3	3											
Beaufort, S. C.....	3	3											
Boston.....	26	5		10	4		1			1			5
Brashear.....	3	2											1
Bridgeport.....	1				1								
Brunswick.....	1												1
Buffalo.....	30	9		16						3			2
Cairo.....	1	1											
Cape Charles.....	1	1		1									
Cape Vincent.....	2			1									1
Castine.....	1			1									
Charleston.....	1				1								
Chicago.....	70	13		51		1				1			1
Cincinnati.....	1	1											
Cleveland.....	26	3		19					3				1
Crisfield.....	27	2		8				2		12			3
Detroit.....	55	3		52									
Duluth.....	46	11		34	1								
Eastport.....	8			8									
Elizabeth City.....	5	2		3									
Ellsworth.....	2			2									
Erie.....	4			4									
Fall River.....	1		1										
Galveston.....	1	1											
Grand Haven.....	19	4	2	6					1				6
Gulfport.....	24	10		12						2			
Hartford.....	1												
Honolulu.....	20				1		8	1	4		1		6
Jacksonville.....	15	5		7	1			1			1		
Juneau.....	17	6	1	1						2	2	2	4
Kansas City.....	1		1										
Key West.....	24			24									1
Los Angeles.....	25	2		18				1		3			5
Marquette.....	79	17		44					1	12			
Milwaukee.....	13	1		8						4			
Mobile.....	17	6		7	3								1
Memphis.....	1		1										
Nashville.....	2	2											
Newark.....	3	2			1								
New Bedford.....	4			2						1			1
New Haven.....	2	2											
New London.....	9	3		4									2
New Orleans.....	21	4			10		3	2	1				1
Newport News.....	21	4	1	13						2			1
Newport, R. I.....	5			4									
New York.....	171	52	9	38	6	12	42		1	4	2		5
Niagara Falls.....	2	2											
Norfolk.....	21	2	1	11				1		4	1		1
Ogdensburg.....	1			2									
Oswego.....	5			1					1	2			
Paducah.....	1			1									
Philadelphia.....	15	11		1	1					1			1
Pittsburg.....	3	3											
Port Arthur.....	5	1							1	1			2
Port Huron.....	8			4							1		3
Portland, Me.....	5	4		1									
Portland, Oreg.....	6	2		3									1
Portsmouth.....	1			1									
Port Townsend.....	10	8		3			3			3			2
Providence.....	2	1					1						
Rochester.....	2	1								1			
San Diego.....	1			1									
Sandusky.....	1								1				
San Francisco.....	70	9		27	6		2	4	1	5	2		14
San Juan.....	9	7									1		1
St. Louis.....	6	6											
Tampa.....	37			18	12					4			3
Waldoboro.....	6			6									
Washington.....	8	7							1				

Port.	Total.	Steamboat laws (4899-5000, R. S.).	Surrendered license (4325-4326, R. S.).	Rules of road (June 7, 1897), inland lakes and St. Marys River	Bills of health (February 15, 1893).	Anchorage rules (May 16, 1888).	Passenger act (August 2, 1892).	Inspection of enrollment and license (4336, R. S.).	Master's report on arrival (3774, R. S.).	Name on vessel (4178, R. S.).	Change of master (4335, R. S.).	Unloading (3872, R. S.).	Miscellaneous.
Wilmington, Del.	2	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wiscasset.	3	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals:													
1910 (74 ports)	1,070	252	17	488	52	13	61	13	16	68	12	2	76
1909 (64 ports)	1,134	151	33	710	69	3	21	14	7	59	0	4	63
1908 (73 ports)	852	245	12	385	42	6	21	23	18	30	7	2	61
1907 (66 ports)	684	200	88	92	36	18	62	9	23	52	27	5	63
1906 (77 ports)	670	194	114	130	41	13	27	10	6	49	5	9	72
1905 (63 ports)	524	142	99	53	42	13	21	26	7	20	11	28	62
1904 (66 ports)	706	184	101	93	48	49	16	29	12	24	19	(a)	131

a Included under "Miscellaneous" in 1901 report.

The increase in the number of cases is of course in part due to new legislation, but it is mainly due to the exercise of greater vigilance on the part of collectors of customs who are charged with the enforcement of the navigation laws.

No reports of violations of law have been made during the year by collectors and surveyors of customs at the following ports: Albany, N. Y.; Alexandria, Va.; Astoria, Oreg.; Atlanta, Ga.; Bangor, Me.; Bath, Me.; Beaufort, N. C.; Belfast, Me.; Bridgeton, N. J.; Bristol, R. I.; Brownsville, Tex.; Burlington, Iowa; Burlington, N. J.; Burlington, Vt.; Cedar Keys, Fla.; Chattanooga, Tenn.; Columbus, Ohio; Coos Bay, Oreg.; Corpus Christi, Tex.; Council Bluffs, Iowa; Dayton, Ohio; Denver, Colo.; Des Moines, Iowa; Dubuque, Iowa; Dunkirk, N. Y.; Eagle Pass, Tex.; Edgartown, Mass.; El Paso, Tex.; Eureka, Cal.; Evansville, Ill.; Fernandina, Fla.; Galena, Ill.; Georgetown, S. C.; Gloucester, Mass.; Grand Rapids, Mich.; Great Falls, Mont.; Greenport, N. Y.; Houlton, Me.; Indianapolis, Ind.; Kennebunk, Me.; Knoxville, Tenn.; La Crosse, Wis.; Lincoln, Nebr.; Louisville, Ky.; Machias, Me.; Marblehead, Mass.; Michigan City, Ind.; Nantucket, Mass.; Natchez, Miss.; Newbern, N. C.; Newburyport, Mass.; Newport, Vt.; Nogales, Ariz.; Omaha, Nebr.; Patchogue, N. Y.; Pembina, N. Dak.; Pensacola, Fla.; Peoria, Ill.; Perth Amboy, N. J.; Petersburg, Va.; Pittsburg, Pa.; Plymouth, Mass.; Richmond, Va.; Rock Island, Ill.; Saco, Me.; Sag Harbor, N. Y.; St. Augustine, Fla.; St. Joseph, Mo.; St. Marys, Ga.; St. Paul, Minn.; Salem, Mass.; Salt Lake City, Utah; Savannah, Ga.; Sioux City, Iowa; Somers Point, N. J.; Springfield, Mass.; Stonington, Conn.; Syracuse, N. Y.; Tappahannock, Va.; Toledo, Ohio; Tuckerton, N. J.; Vicksburg, Miss.; Wheeling, W. Va.; Wilmington, N. C.; Yaquina, Oreg.; York, Me.

The following table shows the number of applications for the remission or mitigation of penalties forwarded by collectors of customs during each of the past seven years and with certain limitations is a measure of the activity of those officers. Of course at places like Atlanta, Ga., Houlton, Me., Lincoln, Nebr., and Denver, Colo., violations of the navigation laws are not to be expected.

COMPARATIVE STATEMENT OF CASES OF VIOLATION OF THE NAVIGATION AND
STEAMBOAT-INSPECTION LAWS REPORTED BY OFFICERS OF CUSTOMS, FISCAL
YEARS 1904-1910.

Port.	1904.	1905	1906.	1907.	1908	1909.	1910	Total.
Albany	3	1	3	1		6		8
Alexandria	3				2			5
Annapolis	9	3		4	1		2	19
Apalachicola	3		2		1	1	4	11
Astoria	7	6	9	5	1	1		29
Atlanta								
Baltimore	47	18	12	26	16	26	12	157
Bangor	4	3						7
Barnstable			6	3			3	12
Bath					8			8
Beaufort, N. C.	3	1	5		8			17
Beaufort, S. C.			3	2	2	2	3	12
Belfast	1							1
Boston	24	28	23	7	7	11	26	126
Brashear			13				3	16
Bridgeport				5	2	1	1	9
Bridgeton								
Bristol								
Brownsville								
Brunswick	3	1	1		4	2	1	12
Buffalo	1	3	3	5	9	8	30	59
Burlington, Iowa			2	3		2		7
Burlington, N. J.								
Burlington, Vt.						2		2
Cairo, Ill.			1		1		1	3
Cape Charles	7	1			3		1	12
Cape Vincent			2		4	5	2	13
Castine							1	1
Cedar Keys	1		2					3
Charleston	2		2	19	1		1	25
Chattanooga		1	1	1				4
Chicago	8	7	8	7	21	5	70	126
Cincinnati					2	1	1	4
Cleveland	14	2	9	10	4	8	26	73
Columbus								
Coos Bay								
Corpus Christi	1							1
Council Bluffs								
Crisfield	5	9	1	4		13	27	59
Dayton								
Denver								
Des Moines								
Detroit	3	3	18	28	5	42	55	154
Dubuque	1				1			2
Duluth	34	16	15	16	15	14	46	156
Dunkirk								
Eagle Pass								
Eastport			1		3	9	8	21
Edgartown	1			1		1		3
Elizabeth City		2		1		11	5	19
Ellsworth		1					2	3
El Paso								
Eric			2	1			4	7
Eureka		2		1				3
Evansville								
Fall River	2	1	5		2			2
Fernandina	5	8	7	16	3	4	1	39
Galena, Ill.								
Galveston	7	5	8	15	5	9	1	50
Georgetown, S. C.								
Gloucester		3	3	3				9
Grand Haven	3	7	10	9	9	24	19	81
Grand Rapids								
Great Falls			1					1
Greenport					1			1
Gulfport	15	20	19	11	2	2	24	93
Hartford	1	3	3		3		1	11
Honolulu	6	2	8		7	17	20	60
Houlton								
Indianapolis								
Jacksonville	3	4	2	5	3	11	15	43
Juneau	18	21	10	22	9	8	17	105
Kansas City							1	1
Kennebunk, Me.								
Key West	11	13	26	12	5	4	24	95
Knoxville								
La Crosse								
Lincoln								
Los Angeles		8	5	4	52	4	25	98
Louisville				2				2
Machias				1				1
Marblehead								

COMPARATIVE STATEMENT OF CASES OF VIOLATION OF THE NAVIGATION AND STEAMBOAT-INSPECTION LAWS REPORTED BY OFFICERS OF CUSTOMS, FISCAL YEARS 1904-1910—Continued.

Port.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	Total.
Marquette.....	16	6	5	6	10	13	79	135
Memphis.....	3	1	4	3	3	3	1	18
Milwaukee.....	2	6	9	4	14	19	13	67
Michigan City, Ind.....								
Mobile.....	0	15	13	12	4	7	17	74
Nantucket.....								
Nashville.....		1	2				2	5
Natchez.....						4		4
Newark.....	4		1	2	2		3	12
New Bedford.....						2		6
Newbern.....	1							1
Newburyport.....		1			1			2
New Haven.....	4	1	6	3	2	1	2	19
New London.....	3	2	2	1	2	2	9	21
New Orleans.....	11	15	25	21	21	12	21	126
Newport, R. I.....		1	3		3	2	5	14
Newport, Vt.....								
Newport News.....	9	7	14	9	145	28	21	233
New York.....	142	126	144	118	247	635	171	1,583
Niagara Falls.....					1		2	3
Nogales, Ariz.....								
Norfolk.....	20	5	6	7	22	37	21	124
Ogdensburg.....	5	4		3		1	1	14
Omaha.....								
Oswego.....			4			1	5	10
Paducah.....		1	2	3			1	7
Patchogue.....	2							2
Pembina.....								
Pensacola.....	2	7	5	1	4	1		20
Peoria.....								
Perth Amboy.....	12	5	12	3		3		35
Petersburg.....								
Philadelphia.....	24	11	23	15	10	8	15	106
Pittsburg.....				1			3	4
Plymouth.....			1					1
Port Arthur.....				6	4	3	5	18
Port Huron.....	11	7	8	5	4	7	8	50
Port Jefferson, N. Y.....								
Portland, Me.....	1	4	1	3	1	3	5	18
Portland, Oreg.....		1	2		1	2	6	12
Portsmouth.....							1	1
Port Townsend.....	138	54	72	87	33	29	19	432
Providence.....	1	1	11	9	6	11	2	41
Richmond.....						1		1
Rochester.....				1	2		2	5
Rock Island, Ill.....								
Saco, Me.....								
Sag Harbor.....	1							1
St. Augustine.....	1				1			2
St. Joseph, Mo.....								
St. Louis.....					2	3	6	11
St. Marys, Ga.....					9			10
St. Paul.....	1	1	1			2		5
Salem.....			2	1				3
Salt Lake City.....								
San Diego.....				1			1	2
Sandusky.....		11	0	7	6	1	1	35
San Francisco.....	6	18	11	72	25	20	70	222
San Juan.....	11	4	4	3	13	3	9	47
Savannah.....	2		6	1	2			11
Sioux City.....					4	2		6
Somers Point.....	1		1	1	4			3
Springfield, Mass.....								
Stonington.....		1	1					2
Syracuse.....								
Tampa.....	1	1		20	3	10	37	73
Tappahannock.....	1		1					2
Toledo.....		1		2	15			18
Tuckerton.....								
Vicksburg.....								
Waldoboro.....	1		2	3	1	1	6	14
Washington.....	1		1		2	4	8	16
Wheeling.....					3	5		8
Wilmington, Del.....		1	2				2	5
Wilmington, N. C.....								
Wiscasset.....		1	1		1		3	6
Yaquina.....								
York, Me.....								
Total (161 ports).....	706	524	670	684	852	1,134	1,070	5,640

ENFORCEMENT OF THE NAVIGATION LAWS.

During the past fiscal year the sum of \$32,725.32 was covered into the Treasury from fines and penalties for violations of the navigation and inspection laws. Hitherto collectors of customs have been embarrassed for want of facilities for the enforcement of the navigation laws, which are violated of course principally upon the water. In the general deficiency act of June 25, 1910, Congress appropriated not to exceed \$15,000 for the employment of motor boats by customs officers to assist in the enforcement of the laws relating to navigation and the inspection of vessels during the fiscal year 1911. In consequence of this appropriation, these laws have been enforced much more generally and assiduously than at any time in the past, with better results to safety to life and property on the water and to the greater satisfaction of careful navigators. The appropriation last year was taken from the permanent annual appropriation to defray the expenses of collecting the revenue from customs, and for this reason was placed at the disposal of the Treasury Department. The enforcement of the laws in question, however, is within the jurisdiction of the Department of Commerce and Labor, and accordingly an item of \$15,000 has been included in the estimates of the Department of Commerce and Labor for the enforcement of these laws. The results already obtained in five months from the appropriation made by the act of June 25, 1910, warrant the statement that the receipts from fines and penalties will amount to more than double the appropriation requested and will secure a much more even and exact enforcement of the laws of Congress than has hitherto been possible.

MOTOR-BOAT LAW.

By the act of June 9, 1910, Congress provided for the equipment of motor boats as to lights, whistles, fog horns, bells, life-saving and fire-extinguishing apparatus on a rational basis substantially in accord with the recommendation of the Secretary of Commerce and Labor last year. The law applies to upward of 100,000 motor boats, and during the five months of its operation it has met with the general approval of those directly concerned in navigation. Difficulties were encountered at the outset, as was to be expected, but in the main these have been overcome. The evidence of the usefulness of the law is to be found in the fact that the number of lives lost on motor boats was much less during the past season than during previous summers. In some particulars the law could doubtless be improved, but in the judgment of this Bureau it would be better to allow it to remain in effect for at least a full year in order to obtain the benefit of longer experience before changes are undertaken. In nearly all of its features the act was framed after consultation with those best qualified to express opinions on the matters involved, and similar consultations should be held before amendments are proposed. Nearly all of the motor boats covered by this law are too small to be documented in the custom-houses or subject to the steamboat-inspection laws, and their owners accordingly are not so closely in touch with acts of Congress as are the owners and masters of larger vessels. This fact furnishes an additional reason for deliberation in the consideration of any amendment or extension of the law.

WIRELESS ON SHIPS.

By the act of July 24, 1910, Congress has provided that on and after July 1, 1911, every ocean-going passenger steamer carrying 50 or more persons for a voyage of 200 miles or more between ports must be equipped with efficient wireless apparatus and a skilled operator, the apparatus to be capable of transmitting and receiving messages at least 100 nautical miles by night or day. This act is a useful measure for the promotion of the safety of life and property at sea and the adoption of a similar measure by other maritime nations is doubtless a matter of but a short time.

Appendix M contains a statement of the vessels to be subject to the law which are already equipped to meet its requirements and of those not yet equipped. The statements contained therein are based on the reports of collectors of customs on September 1, 1910, but of course by July 1, 1911, the situation will have materially changed. The statements show that 370 ocean passenger steamers are already equipped with wireless apparatus and that 185 are not yet so equipped. The act also prescribes that companies installing wireless apparatus shall contract in writing to exchange and shall in fact exchange messages with shore or ship stations using other systems of radio-communication. By this provision of the law Congress has taken an important step toward the enforcement of the principal article of the Berlin Wireless Convention of 1906. The two companies which have equipped 313 of the 370 vessels have already begun to provide in their contracts for a complete compliance with this requirement of the statute. In fact, on the part of both ship-owners and the wireless companies, the disposition has been manifested in advance to comply with the law and to cooperate with the Department in securing its efficient enforcement.

The act prescribes that the Secretary of Commerce and Labor shall make such regulations as may be necessary to secure the proper execution of the law. With a view to the preparation of such regulations, the Bureau has been in correspondence with the wireless companies and with steamship owners so that the regulations may be prepared in ample time to be fully known and understood before the act takes effect, on the 1st of July.

There seems to be no reason to apprehend that there will be a lack of skilled wireless operators, and enough companies are prepared to furnish the necessary installations to lead to the conclusion that monopoly and extortionate rates will not result from the act.

To enforce the law a small appropriation will be necessary, and the Department estimates accordingly carry an item of \$10,000 for this purpose. Of the 555 vessels required to be equipped, 320 clear from New York, and it will be necessary accordingly to have at least one wireless inspector, and probably two, stationed at that port. Men competent to perform this work can not be obtained at a salary less than \$1,500. Possibly the work at other North Atlantic ports can be performed by one inspector, but an allowance must be made for traveling expenses in that event. The same situation applies to ports on the Gulf of Mexico and on the Pacific coast. A small amount may also be required for testing apparatus, so that the sum of \$10,000 seems to be the least amount for which the work can be performed during the first year.

WIRELESS REGULATION.

While the Congress of the United States is the first legislative body to require the installation of wireless apparatus on ocean passenger ships, other nations are in advance of the United States in the other essential matter of the regulation of radio-communication. A bill for the regulation of radio-communication, however (S. 7243), passed the Senate on June 17, 1910, and a bill similar in all essential respects (H. R. 23595) was reported favorably to the House at the last session and holds an advanced place on the calendar. The House bill differs from the bill which passed the Senate in only one considerable matter, viz, it prescribes license fees for wireless stations, and this requirement may well be omitted. The bill was drawn after careful consultation of representatives of the Treasury Department, the War Department, the Navy Department, and the Department of Commerce and Labor, and has been cordially approved by those departments. The reasons for the passage of the bill are fully set forth in Senate Report No. 659, and House Report No. 924, Sixty-first Congress, second session, and its passage is earnestly recommended.

The bill is drawn to avoid the difficulties which have hitherto stood in the way of the ratification by the United States of the Berlin Wireless Convention of 1906, which has met the approval of practically all other maritime nations.

While the act of June 18, 1910, to create a commerce court, brings wireless companies within the scope of the interstate-commerce act, the Bureau understands that only the charges of wireless companies are covered by that act, and the desirability of the passage of the bill referred to is not for this reason lessened.

BRUSSELS CONFERENCE ON MARITIME LAW.

The adjourned session of the Third International Conference on Maritime Law was held at Brussels from September 12 to 23, 1910, when two conventions were signed relating to damages in cases of collision and to maritime assistance and salvage, respectively. These conventions, which will doubtless be submitted to the Senate, are of interest to the export interests of the United States as well as to our maritime interests. The task of securing uniformity in the maritime law of nations is obviously of great usefulness, and it has been undertaken both here and abroad by admiralty judges and lawyers disinterestedly and without reward. The work has progressed so far that international diplomatic conferences are likely to be held perhaps annually. At these future conferences it is desirable that the United States should be represented by men of the same high abilities as those who have acted thus far in behalf of the United States. It would be desirable, therefore, that an appropriation of \$5,000, or so much thereof as may be necessary, should be made each year by Congress.

INTERNATIONAL RULES OF THE ROAD.

The proposition to insert a new paragraph in the international rules of the road providing a special night signal to be exhibited by vessels towing targets, timber rafts, or other objects upon which it is impossible to place a light has been indorsed by practically all the

maritime interests of the United States concerned, and the British Government has been so advised. The special signal is to consist of three lights visible all round the horizon and placed not less than 3 feet apart from each other in a vertical line astern of the towing vessel, the lowest light being white and the other two lights red. It is not probable, however, that the assent of maritime nations generally will be obtained in time to submit the necessary brief legislation to Congress at this session.

COASTWISE PASSENGER TRADE.

Section 4347 of the Revised Statutes as amended on February 17, 1898, provides:

No foreign vessel shall transport passengers between ports or places in the United States, either directly or by way of a foreign port, under a penalty of \$200 for each passenger so transported and landed.

The purpose of the law was to reserve to American vessels the carrying of passengers between domestic ports. The courts have held, however (*Princess Beatrice* case and *United States v. 250 Kegs of Nails*, 61 Fed., 210), that while one foreign ship can not transport passengers between domestic ports, the same result can be attained by two foreign ships. Thus a passenger from Seattle to Nome, Alaska, may take a foreign ship from Seattle to Victoria, British Columbia, and there take another foreign ship for Nome. In the same manner a passenger by sea from San Francisco to New York can take a foreign ship from San Francisco to the Isthmus, and there take another foreign ship to New York. The law governing transportation of cargo coastwise is adequate, and the law governing the transportation of passengers coastwise should be made to conform to it.

The legislation referred to is the more necessary in view of the probable early completion of the Panama Canal.

CONCLUSION.

The recommendations in the report for 1909 concerning forecastle accommodations, deductions for propelling power, exemption from pilotage of coastwise sail vessels, and stowaways are renewed.

Respectfully,

EUGENE TYLER CHAMBERLAIN,
Commissioner.

To Hon. CHARLES NAGEL,
Secretary of Commerce and Labor.

APPENDIXES.

APPENDIXES.

APPENDIX A.

REPORTS OF SHIPPING COMMISSIONERS FOR THE FISCAL YEAR ENDED JUNE 30, 1910.

The following statements are based on the annual reports of United States shipping commissioners for the fiscal year ended June 30, 1910. Shipping commissioners are appointed by the Secretary of Commerce and Labor at each port of entry which is also a port of ocean navigation, and which, in his judgment, may require a commissioner. The reports cover:

- I. Shipments, discharges, and expenditures.
- II. Shipments and reshipments.
- III. Discharges.
- IV. Nationality of seamen
- V. Failures to join.
- VI. Men shipped to be discharged abroad.
- VII. Allotments of wages.
- VIII. Seamen shipped and discharged by collectors.

I. SHIPMENTS, DISCHARGES, AND EXPENDITURES.

The following table shows the seamen shipped and discharged by each commissioner, the total cost to the Government of each office, and the number of employees authorized:

Port.	Dis- charged.	Shipped and re- shipped.	Total	Total amount of salaries paid.	Average cost per man.	Em- ployees.
Baltimore.....	1,181	2,524	3,705	\$2,043.37	\$0.55	1
Bath.....	203	1,051	1,254	984.25	.80	.....
Boston.....	7,041	11,134	18,175	5,932.50	.33	3
Gloucester.....	359	618	977	616.27	.63	.....
Honolulu.....	618	781	1,299	1,030.00	.79	.....
Mobile.....	430	5,135	5,565	1,200.00	.22	.....
New Bedford.....	378	1,073	1,451	1,065.15	.73	.....
New Orleans.....	3,244	4,130	7,374	2,161.00	.29	.....
New York.....	94,404	91,684	186,088	10,542.91	.09	11
Norfolk.....	305	1,798	2,103	1,551.82	.74	.....
Pascagoula.....	218	267	485	246.60	.51	.....
Philadelphia.....	7,392	9,257	16,649	5,695.50	.34	3
Portland, Me.....	1,893	2,584	4,477	2,096.32	.47	1
Port Townsend.....	19,137	17,150	36,287	8,930.00	.25	6
Providence.....	145	2,624	2,769	2,269.50	.82	1
Rockland.....	300	1,802	2,102	1,434.00	.68	1
San Francisco.....	33,579	32,129	65,708	11,740.00	.18	7
Total.....	170,727	185,721	356,448	\$ 65,539.19	.18	35

a Not including \$207.67 for Castine (discontinued January 31, 1910) for seven months.

II. SHIPMENTS AND RESHIPMENTS OF SEAMEN.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men shipped and reshipped on vessels of the types and in the trades named. Half-rate foreign ports are those in British North America, the West Indies, and Mexico. Seamen reshipped are those who at the end of a voyage engage to serve on the next voyage of the same vessel:

Port.	Foreign ports.						Domestic ports.				Total shipments and reshipments.
	Shipped				Reshipped.		Shipped.		Reshipped		
	Full-rate ports.		Half-rate ports.								
	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	
Baltimore.....	2	8		43		16	673	1,148	526	108	2,524
Bath.....				89			183	657		102	1,031
Boston.....		64	220	254	835	7	1,290	4,559	3,665	231	11,134
Gloucester.....				521		15		74		8	618
Honolulu.....	10	133					356	256	23	3	781
Mobile.....	14	5	33	152		52	2,306	233	2,206	44	5,135
New Bedford.....		61					99	842		68	1,073
New Orleans.....		6	424	4	1,968		1,095	16	616	1	4,130
New York.....	4,214	182	8,460	289	35,100	5	7,536	1,085	34,211	2	91,684
Norfolk.....		3		7			200	1,435	117	36	1,798
Pascagoula.....		5		170		39		38		15	267
Philadelphia.....	4	113	635	324	1,823	35	1,630	1,583	3,005	45	9,257
Portland, Me.....		16	37	100	54	6	58	1,097	112	504	2,584
Port Townsend.....	133	325	16	92	185	4	6,435	510	9,422	28	17,150
Providence.....		38					316	2,021	71	178	2,624
Rockland.....				73		9		1,412		308	1,802
San Francisco.....	1,068	323	1,407	75	2,159		7,796	670	18,443	98	32,129
Total.....	5,445	1,285	11,331	2,193	42,124	188	29,973	18,836	72,567	1,779	185,721

III. NUMBER OF MEN DISCHARGED

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men discharged and paid off by commissioners from vessels of the types and in the trades named:

Port.	Foreign ports.				Domestic ports.		Total dis- charged.
	Full-rate ports.		Half-rate ports.				
	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	
Baltimore.....		30	19	23	403	706	1,181
Bath.....						203	203
Boston.....		49	1,085	44	4,175	1,688	7,041
Gloucester.....				343		16	359
Honolulu.....	2	87			206	223	518
Mobile.....	14	13	5	235	7	156	430
New Bedford.....		80				208	378
New Orleans.....			2,348	12	878	6	3,244
New York.....	13,333	337	33,058	140	47,114	422	94,404
Norfolk.....					45	260	305
Pascagoula.....		6		180		32	218
Philadelphia.....	58	90	2,360	218	3,943	723	7,392
Portland, Me.....		6		15	195	1,677	1,893
Port Townsend.....	202	305	10	226	17,741	587	19,137
Providence.....		23				122	145
Rockland.....				2		298	300
San Francisco.....	2,227	393	2,632	63	27,568	696	33,579
Total.....	15,896	1,419	41,523	1,501	102,275	8,113	170,727

IV. NATIONALITY OF SEAMEN.

The following table, compiled by shipping commissioners from articles of agreement, shows the nationality of men shipped and reshipped. During the past fiscal year commissioners have indicated the fact of naturalization on the articles.

Port	American.								British.			
	Native.				Naturalized.							
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore.....	393	14	706	1,113	120	1	53	174	81	6	113	230
Bath.....	89	.....	657	746	.....	.....	9	9	.....	.....	24	24
Boston.....	1,938	23	1,520	3,481	504	7	325	836	670	16	683	1,369
Gloucester.....	.....	.....	89	89	.....	.....	167	167	.....	.....	307	307
Honolulu.....	129	18	16	163	117	70	32	219	1	23	.....	24
Mobile.....	4,609	4	82	4,695	.....	.....	18	24	12	13	151	176
New Bedford.....	42	2	162	206	8	6	30	44	4	.....	91	95
New Orleans.....	1,307	.....	7	1,314	703	.....	2	705	408	.....	2	410
New York.....	24,341	46	238	24,625	13,255	14	68	13,337	11,553	24	203	11,780
Norfolk.....	140	.....	898	1,038	14	.....	16	30	35	.....	175	210
Pascagoula.....	.....	1	39	40	.....	.....	2	2	.....	.....	49	49
Philadelphia.....	2,128	62	641	2,831	1,048	19	222	1,289	562	41	259	862
Portland, Me.....	67	4	799	870	29	1	105	135	22	5	275	302
Port Townsend.....	5,433	66	55	5,554	6,837	91	185	7,116	1,378	43	35	1,456
Providence.....	58	.....	873	931	8	.....	16	24	19	.....	109	128
Rockland.....	12	.....	875	887	2	.....	71	73	.....	.....	221	221
San Francisco.....	11,011	191	25	11,227	7,331	154	67	7,552	3,293	94	17	3,404
Total.....	51,697	431	7,682	59,810	29,970	372	1,388	31,730	18,038	265	2,744	21,047

Port	German.				French.				Norwegian.			
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore.....	114	3	36	153	5	.....	12	17	131	2	54	187
Bath.....	.....	.....	18	18	.....	.....	1	1	.....	.....	50	50
Boston.....	143	2	115	260	10	2	33	45	457	10	440	907
Gloucester.....	.....	.....	3	3	.....	.....	18	18	.....	.....	8	8
Honolulu.....	26	16	23	65	.....	.....	1	1	9	15	11	35
Mobile.....	3	3	29	35	.....	.....	2	2	7	2	53	62
New Bedford.....	2	.....	4	6	1	.....	5	6	15	.....	60	75
New Orleans.....	170	.....	1	171	24	.....	24	223	.....	4	.....	227
New York.....	3,778	8	112	3,928	232	.....	22	254	3,791	29	352	4,172
Norfolk.....	18	.....	52	70	2	.....	6	8	34	.....	122	156
Pascagoula.....	.....	1	13	14	.....	.....	3	3	.....	2	58	60
Philadelphia.....	338	20	111	469	4	4	11	19	397	34	147	578
Portland, Me.....	15	.....	52	67	3	.....	13	16	23	.....	144	160
Port Townsend.....	192	23	38	253	6	10	11	27	720	27	75	831
Providence.....	14	.....	42	56	2	.....	10	12	39	.....	213	252
Rockland.....	.....	.....	31	31	.....	.....	.....	.....	3	.....	194	197
San Francisco.....	1,097	117	19	1,233	37	27	2	66	1,072	111	43	1,226
Total.....	5,910	193	729	6,832	326	13	148	517	6,930	232	2,028	9,190

Port.	Swedish.				Danish.				Spanish.			
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore.....	61	1	63	125	32	1	22	55	66	.....	2	68
Bath.....	.....	.....	62	62	.....	.....	41	41	.....	.....	.....	.....
Boston.....	273	12	374	659	62	3	96	161	973	.....	18	991
Gloucester.....	.....	.....	13	13	.....	.....	2	2	.....	.....	1	1
Honolulu.....	10	12	8	30	.....	.....	1	1	.....	.....	.....	.....
Mobile.....	.....	2	29	32	.....	.....	18	19	.....	.....	5	6
New Bedford.....	20	.....	64	84	.....	.....	8	8	.....	.....	4	6
New Orleans.....	122	.....	122	244	.....	.....	.....	24	765	.....	.....	765
New York.....	2,088	21	374	3,383	850	6	98	954	10,680	3	7	10,690
Norfolk.....	10	.....	90	100	.....	.....	12	20	11	.....	1	12
Pascagoula.....	.....	.....	20	21	.....	.....	.....	9	.....	.....	3	3
Philadelphia.....	201	15	95	300	83	11	74	108	1,159	.....	4	1,163
Portland, Me.....	15	.....	118	134	12	.....	33	45	43	.....	4	47
Port Townsend.....	562	20	41	623	139	11	24	174	327	1	1	329
Providence.....	21	.....	199	220	.....	.....	22	25	36	.....	3	39
Rockland.....	.....	.....	161	164	.....	.....	51	51	0	.....	.....	6
San Francisco.....	937	72	24	1,033	491	28	12	531	1,417	.....	.....	1,417
Total.....	5,233	155	1,735	7,123	1,707	66	520	2,293	24,487	4	55	24,546

Port.	Italian.				Portuguese.				Russian.			
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore.....	34	.....	1	35	.....	.....	102	110	41	.....	39	80
Bath.....	.....	.....	1	1	.....	.....	50	50	.....	.....	6	6
Boston.....	13	.....	12	25	366	8	410	784	210	2	301	513
Gloucester.....	.....	.....	.....	.....	.....	.....	3	3	.....	.....	.....	.....
Honolulu.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	19	28
Mobile.....	.....	.....	.....	.....	.....	.....	9	9	.....	.....	1	34
New Bedford.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Orleans.....	113	.....	113	226	.....	.....	486	540	.....	.....	.....	.....
New York.....	3,303	1	1	3,305	611	.....	9	620	1,114	13	382	1,509
Norfolk.....	.....	.....	1	1	.....	.....	12	17	8	.....	55	63
Pascagoula.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39	40
Philadelphia.....	24	2	.....	26	.....	.....	60	120	134	17	108	259
Portland, Me.....	1	.....	8	9	.....	12	537	558	18	.....	112	130
Port Townsend.....	18	1	.....	19	56	.....	56	56	165	21	42	228
Providence.....	16	.....	10	26	98	.....	789	887	2	.....	22	24
Rockland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	110	110
San Francisco.....	86	3	.....	89	307	1	4	312	525	60	25	610
Total.....	3,608	7	34	3,649	1,522	80	2,471	4,073	2,260	134	1,290	3,684

Port.	Chinese.				Japanese.				Filipinos.			
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore.....			1	1							3	3
Bath.....			6	6			6	6				
Boston.....			2	17	1	23	37	61	1	1	1	3
Honolulu.....	14	1	2	17	1	23	37	61	1	1	1	3
New Bedford.....							3	3				
New York.....	7	1	1	9	185	9	1	194				
Philadelphia.....	3		2	5	5	9	1	15	1			1
Portland, Me.....							3	3			1	1
Port Townsend.....	36		6	42	8	38	63	109	34	1	1	36
San Francisco.....	55	2		57	34	37	18	89	71	6	2	79
Total.....	115	4	18	137	233	116	131	480	110	8	8	126

Port.	Austrian.				Others.			
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore.....	26		9	35	93	2	41	139
Bath.....			3	3			10	10
Boston.....	47		23	70	538	19	464	1,021
Gloucester.....							2	2
Honolulu.....	6	1	1	8	70	28	20	118
Mobile.....			1	1	4	7	29	40
New Orleans.....	23			23	176		6	182
New York.....	459	1	4	464	3,344	11	75	3,430
Norfolk.....	11		4	15	12		27	49
Pascagoula.....			2	2		1	23	24
Philadelphia.....	522		17	539	485	11	101	601
Portland, Me.....	4		1	5	13		16	22
Port Townsend.....	45		9	54	226	9	53	251
Rockland.....							9	9
San Francisco.....	289	5		294	2,900	31	9	2,940
Total.....	1,432	7	74	1,513	7,865	119	968	8,952

Port.	Unknown.				Grand total.			
	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.	Steamers.	Square-rigged.	Schooners, barges, etc.	Total.
Baltimore.....					1,201	34	1,289	2,524
Bath.....			7	7	89		942	1,031
Boston.....					6,204	104	4,826	11,134
Gloucester.....			1	1			618	618
Honolulu.....							158	158
Mobile.....	1			1	392	231	455	5,135
New Bedford.....					4,639	41	917	5,135
New Orleans.....					98	58	28	1,073
New York.....					4,102		28	4,130
Norfolk.....					89,521	187	1,976	91,684
Pascagoula.....					317		1,451	1,768
Philadelphia.....						7	260	267
Portland, Me.....					7,157	247	1,853	9,257
Portland, Me.....			4	4	274	23	2,287	2,584
Port Townsend.....					16,191	365	594	17,150
Providence.....					316		2,308	2,624
Rockland.....					26		1,776	1,802
San Francisco.....					30,923	939	267	32,129
Total.....	1		12	13	161,450	2,236	22,035	185,721

V. FAILURES OF SEAMEN TO JOIN AMERICAN VESSELS.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men who failed to join American vessels in the United States after they had made contracts to serve thereon. There is virtually no penalty imposed on the seaman who violates his written contract by deserting or failing to join in the United States an American vessel on which he has contracted to work. Since 1898 the punishment provided by law is the forfeiture of all or any part of the wages or effects he leaves on board and of all or any part of the wages or emoluments which he has then earned. The greater number of failures to join are after articles are signed but before the voyage has been begun, when usually no wages have been earned subject to forfeiture.

Port.	Foreign.				Coasting.				Total.		
	Steam.		Sail.		Steam.		Sail.		Men.	Fail-ures.	Per cent of failures.
	Men.	Fail-ures.	Men.	Fail-ures.	Men.	Fail-ures.	Men.	Fail-ures.			
Baltimore.....	2		07		1,199	1	1,256	71	2,524	72	2.85
Bath.....			89		183		739	3	1,031	3	.29
Boston.....	1,004	40	325	47	4,955	32	4,790	303	11,134	482	4.33
Gloucester.....			536				82	10	618	10	1.61
Honolulu.....	10		133	19	379	1	259		781	20	2.56
Mobile.....	47	3	209	12	4,602		277	6	5,135	21	.41
New Bedford.....			64		99		910	3	1,073	3	.28
New Orleans.....	2,392		10		1,711	205	17		4,130	205	4.96
New York.....	47,774	1,096	476	5	41,747	7	1,687	2	91,684	1,110	1.21
Norfolk.....			10	2	317	3	1,471	93	1,798	98	5.51
Pascagoula.....			214	8			53		267	8	2.99
Philadelphia.....	2,462	33	472	27	4,695	22	1,628	53	9,257	135	1.45
Portland, Me.....	91		122	3	170	11	2,201	123	2,584	137	5.30
Port Townsend.....	334	1	421	12	15,857	4	538		17,150	17	.09
Providence.....			38		387	5	2,199	68	2,624	73	2.78
Rockland.....			82	9			1,720	57	1,802	66	3.66
San Francisco.....	4,724	46	398	31	26,239	142	768	11	32,129	230	.71
Total.....	58,900	1,219	3,666	175	102,540	433	20,615	863	185,721	2,690	1.45

VI. MEN SHIPPED TO BE DISCHARGED IN FOREIGN PORTS.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men shipped on vessels of various types to be discharged in foreign ports:

Port.	Steamers.	Square-rigged	Schooners	Total.
Boston.....	4			4
Mobile.....	21			21
New Bedford.....		50		50
New York.....	44			44
Port Townsend.....		2	13	15
San Francisco.....	3	9		12
Total.....	72	61	13	146

VII. ALLOTMENTS OF WAGES

The following table, compiled by shipping commissioners from articles of agreement, shows the number of allotment notes issued for seamen on the types of vessels named in the foreign trade. Allotments are prohibited in trade to foreign ports in Canada, Newfoundland, Mexico, and the West Indies. They are prohibited in the coasting trade except between Atlantic and Pacific ports or vice versa. Allotment notes to relatives are in favor of a seaman's grandparents, parents, wife, sister, or children. Allotment notes may be issued to an original creditor in liquidation of any just debt for board or clothing which the seaman may have incurred prior to engagement. They must be signed and approved by a shipping commissioner, and are payable from wages earned on the vessel.

Port.	Steamers		Square-rigged.		Schooners.		Total.	
	Rela- tives.	Credi- tors.	Rela- tives.	Credi- tors.	Rela- tives.	Credi- tors.	Rela- tives.	Credi- tors.
Baltimore.....	.....	1	.....	.....	.....	11	.....	12
Boston.....	.....	.....	2	36	.....	10	2	46
Honolulu.....	.....	.....	2	76	.....	.....	2	76
New York.....	10	40	5	134	.....	.....	15	174
Philadelphia.....	.....	.....	9	101	.....	.....	9	101
Portland, Me.....	.....	.....	.....	.....	.....	3	.....	3
Port Townsend.....	31	3	.....	132	1	67	32	202
San Francisco.....	15	1	3	202	1	9	19	212
Total.....	56	45	21	681	2	100	79	826

VIII. SEAMEN SHIPPED AND DISCHARGED BY COLLECTORS.

By section 4503 of the Revised Statutes, at any port in which no shipping commissioner has been appointed, the collector or deputy collector of customs acts as shipping commissioner.

Seamen were shipped and discharged before collectors at the following ports during the past fiscal year, ports not included reporting no transactions:

Port.	Shipped.	Discharged	Port	Shipped.	Discharged.
Apalachicola, Fla.....	.....	3	Juneau, Alaska.....	4	4
Astoria, Oreg.....	44	90	Key West, Fla.....	.....	13
Bangor, Me.....	5	0	Los Angeles, Cal.....	179	183
Barnstable, Mass.....	61	.....	New London, Conn.....	11	47
Beaufort, N. C.....	37	.....	Newport News, Va.....	183	91
Beaufort, S. C.....	.....	1	Pensacola, Fla.....	42	31
Belfast, Me.....	6	1	Port Arthur, Tex.....	56	5
Bridgeport, Conn.....	.....	1	Portland, Oreg.....	55	32
Brunswick, Ga.....	.....	5	Portsmouth, N. H.....	.....	11
Charleston, S. C.....	.....	4	San Diego, Cal.....	1,244	114
Coos Bay, Oreg.....	9	.....	San Juan, P. R.....	42	62
Edgartown, Mass.....	.....	1	Savannah, Ga.....	.....	12
Eureka, Cal.....	235	210	Tampa, Fla.....	7	12
Galveston, Tex.....	95	117	Wilmington, N. C.....	7	5
Georgetown, S. C.....	4	4	Wiscasset, Me.....	17	.....
Gulport, Miss.....	5	13			
Jacksonville, Fla.....	1	.....	Total.....	2,349	1,078

Collectors of customs at the following ports report no transactions: Alexandria, Va.; Annapolis, Md.; Brashear, La.; Bridgeton, N. J.; Bristol, R. I.; Brownsville, Tex.; Burlington, N. J.; Cape Charles, Va.; Castine, Me.; Cedar Keys, Fla.; Corpus Christi, Tex.; Crisfield, Md.; Eastport, Me.; Elizabeth City, N. C.; Ellsworth, Me.; Fall River, Mass.; Hartford, Conn.; Kennebunk, Machias, Me.; Marblehead, Nantucket, Mass.; Newark, N. J.; Newbern, N. C.; Newburyport, Mass.; New Haven, Conn.; Newport, R. I.; Perth Amboy, N. J.; Petersburg, Va.; Plymouth, Mass.; Richmond, Va.; Saco, Me.; Sag Harbor, N. Y.; St. Augustine, Fla.; St. Marys, Ga.; Salem, Mass.; Somers Point, N. J.; Stonington, Conn.; Tappahannock, Va.; Tuckerton, N. J.; Waldoboro, Me.; Washington, D. C.; Wilmington, Del.; Yaquina, Oreg.; York, Me.

APPENDIX B.

WAGES OF SEAMEN.

The following statements show the average monthly wages paid to seamen generally on American vessels, compiled from the reports of the United States shipping commissioners.

First. The average monthly wages paid during the past fiscal year on American steam and sailing vessels to seamen shipped in various positions for voyages in various branches of the foreign and coasting trade, compiled from reports of the United States shipping commissioners of this Bureau.

Second. Average monthly wages paid to able seamen on American vessels (steam and sail), 1895-1910.

Third. Average monthly wages paid to first mates on American vessels, 1895-1910.

Fourth. Average monthly wages paid to firemen and first engineers on American steam vessels, 1895-1910

Philadelphia.....	25 28	40 22	28 86	75 63	39 44	122 78	74 44
Portland, Me.....	25 00	40 00	30 00	70 00	40 00	90 00	60 00
Providence.....	25 00	40 00	30 00	75 00		125 00	75 00
Baltimore.....	25 00	50 00	30 00				
Bath.....	30 00	50 00	25 00				
Boston.....							
Mobile.....	25 00	45 00	30 00	50 00	40 00	110 00	80 00
New Bedford.....	20 00		30 00	55 00	40 00	100 00	75 00
New Orleans.....	27 50		30 00	85 00	40 00	150 00	100 00
New York.....	30 00	45 00	25 00		30 00		
Norfolk.....	30 00	47 50					
Pasadena.....	25 00	43 33					
Philadelphia.....	25 00	46 68					
Portland, Me.....	28 00	50 00					
Providence.....	30 00	50 00					
Rockland.....	30 00	50 00					
Baltimore.....	30 00	45 00					
Boston.....							
Mobile.....	20 00	60 00	25 00	85 00	35 00	135 00	90 00
New Orleans.....	20 00		30 00	75 00	40 00	150 00	90 00
New York.....	30 00		25 00	100 00	30 00	105 00	110 00
Norfolk.....	30 00	50 00	25 00		30 00		
Philadelphia.....	29 86	53 50	27 50	90 00	30 00	150 00	100 00
Portland, Me.....	30 00	60 00	27 50	95 00	40 00	105 00	110 00
Providence.....	30 00	60 00	30 00		30 00		
<i>To Asia and Australia.</i>							
Under 500 tons:							
San Francisco.....	30 00	60 00					
From 500 to 1,500 tons							
Port Townsend.....	26 74	71 00					
San Francisco.....	33 12	50 00					
Over 1,500 tons:							
Honolulu.....	25 00	60 00		100 00	85 00	150 00	150 00
New York.....	18 00	40 00					
Port Townsend.....				60 00	100 00	200 00	135 00
San Francisco.....				55 27	85 00	175 00	133 13
<i>Pacific coasting trade.</i>							
Under 500 tons:							
Port Townsend.....	42 50	66 00	55 96	103 17	55 28	136 29	99 00
San Francisco.....	42 60	62 02	50 00	100 00	55 00	150 00	100 00

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Destination, size, and port of departure of vessels	Sail.					Steam.						
	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Fire-men.	Trim-mers.
<i>Pacific coasting trade—Continued.</i>												
From 500 to 1,500 tons:												
Honolulu.....	\$40.00	\$45.00	\$30.00	\$75.00	\$55.00	\$50.00	\$55.00	\$50.74	\$126.05	\$85.00	\$55.00	\$45.00
Port Townsend.....	48.25	55.00	55.88	70.50	55.88	50.00	55.00	50.00	100.00	85.00	55.00	44.68
San Francisco.....	41.55	55.00	58.75	71.03	55.88	50.00	55.00	50.00	100.00	85.00	55.00	45.00
Over 1,500 tons:												
Honolulu.....	40.00	45.00	60.00	75.00	55.00	40.00	45.00	60.00	100.00	85.00	55.00	45.00
Port Townsend.....	50.00	50.00	65.00	85.67	50.00	50.00	55.00	53.90	127.22	88.83	55.00	45.00
San Francisco.....	45.00	45.00	49.16	63.33	50.00	45.00	52.41	52.68	102.80	85.27	54.76	44.19
<i>To Africa.</i>												
Under 500 tons:												
New Bedford.....	15.00			30.00	20.00	15.00			30.00	15.00		
From 500 to 1,500 tons:												
Boston.....	20.00			45.00	35.00							
New Bedford.....	15.00			50.00	20.00	15.00			30.00	15.00		
New York.....	20.00	25.00		50.00	30.00							
Over 1,500 tons:												
Honolulu.....	25.00	30.00	50.00	60.00	50.00							
Port Townsend.....	25.00		45.00	63.33	43.33							
San Francisco.....	20.00		45.00	65.00	43.75							
<i>Atlantic to Pacific ports, and vice versa.</i>												
From 500 to 1,500 tons:												
New York.....	18.00			52.50	32.50							
Port Townsend.....	25.00		45.00	65.00	50.00							
Over 1,500 tons:												
Honolulu.....	25.00	30.00	50.00	55.00	45.00							
New York.....	18.00	22.50	40.00	70.00	45.00	25.00	35.00	40.00	100.00	80.00	40.00	30.00
Philadelphia.....	18.00	25.00	43.75	65.00	41.25							
Port Townsend.....	25.00		50.00	60.00	45.00	25.00	30.00	50.00	125.00	85.00	30.00	25.00
San Francisco.....	20.00	26.25	43.75	63.33	43.31	20.10	35.00	40.00	100.00	85.00	45.00	30.00

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1910.

Destination, size, and port of departure of vessels.															Sail.						Steam.													
															1895.	1900.	1905.	1907.	1908.	1909.	1910.	1895.	1900.	1905.	1907.	1908.	1909.	1910.						
<i>To Great Britain.</i>																																		
Under 500 tons:																																		
Philadelphia.....															\$20.00	\$20.00																		
Rockland.....																25.00	\$27.50	\$27.50	\$25.00	\$25.00	\$25.00													
From 500 to 1,500 tons:																																		
New York.....															18.00	20.00																		
Rockland.....																30.00	30.00	30.00	27.50	27.50	30.00													
San Francisco.....															15.00	20.00																		
Over 1,500 tons:																																		
Baltimore.....															18.00																			
New York.....																																		
Philadelphia.....																20.00			30.00	25.00														
Port Townsend.....															15.00																			
Rockland.....																	35.00	35.00	30.00	30.00														
San Francisco.....															16.35		20.00	25.00																
Honolulu.....																																		
<i>To continent of Europe.</i>																																		
Under 500 tons:																																		
New York.....															18.50	20.00																		
Philadelphia.....															21.35	20.00																		
From 500 to 1,500 tons:																																		
Boston.....																																		
New York.....															16.00	20.00																		
Philadelphia.....															19.60	20.00																		
San Francisco.....																20.00																		
Over 1,500 tons:																																		
Baltimore.....																																		
New Orleans.....																																		
New York.....																																		
Philadelphia.....															20.00																			
San Francisco.....															18.75																			
<i>To South America.</i>																																		
Under 500 tons:																																		
Baltimore.....															16.00	22.50	20.00																	
Boston.....																20.00																		
Mobile.....															14.80			25.00	25.00															
New Bedford.....																18.00																		
New Orleans.....																	25.00																	
New York.....															16.27	20.00	25.00	25.00	25.00	25.00	22.00													

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1910.—Continued

Destination, size, and port of departure of vessels.	Sail.							Steam.						
	1895.	1900.	1905.	1907.	1908.	1909.	1910.	1895.	1900.	1905.	1907.	1908.	1909.	1910.
<i>To South America—Continued.</i>														
Under 500 tons—Continued														
Norfolk.....		\$18.00	\$23.00	\$25.00	\$23.75	\$20.00	\$25.00				\$30.00		\$30.00	
Philadelphia.....	\$16.00	25.00	25.00			25.00		\$25.00						\$30.00
Port Townsend.....		25.00	25.00			25.00							25.00	
Providence.....														
San Francisco.....	18.75	22.50	25.00		30.00									
From 500 to 1,500 tons.														
Baltimore.....	16.00	22.50	20.00	20.00	20.00	20.00	20.00		\$30.00	\$30.00				
Boston.....	18.00	20.00	20.00	20.00	20.00		20.00							
New Orleans.....	25.00													
New York.....	15.77	20.00	20.00	20.00	20.00	22.00								
Norfolk.....	18.00			25.00	22.00									
Philadelphia.....	19.43	23.25	25.00	23.13	20.00		20.00							
Portland, Me.....	16.27	20.00	20.00	20.00	20.00	20.00	20.00							
Port Townsend.....	18.00	20.00	21.87	22.50	23.77	25.55	24.67							
San Francisco.....	20.00	22.50	26.67		30.00	25.00		30.00	30.00					
Over 1,500 tons.														
Baltimore.....		22.50												
Boston.....		20.00	20.00	20.00				25.00	25.00	25.00	25.00	\$25.00	25.00	\$25.00
New York.....	15.00	20.00												
Philadelphia.....	20.00					25.00								
Port Townsend.....		20.00	20.00	22.50	25.00									
San Francisco.....				25.00			21.66	30.00	30.00	30.00	30.00	35.00	40.00	40.00
<i>To West Indies, Mexico, and Central America.</i>														
Under 500 tons:														
Baltimore.....	16.00	20.00	25.00	25.00	20.00	20.00	25.00	20.00						
Boston.....	20.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00				
Gloucester.....														
Mobile.....	15.90	20.50		25.00	25.00	25.00	22.50	30.00	30.00	30.00			25.00	25.00
New Bedford.....														
New Orleans.....		25.00	25.00	25.00	25.00	25.00	20.00	22.00	22.00	20.00				
New York.....	16.76	25.00	23.00	23.00	23.00	23.00	23.00	23.00	23.00	23.00				
Norfolk.....	17.33	21.75	27.00	27.00	27.00	20.00	20.00	24.40	25.00	25.00	30.00	30.00	30.00	25.00
Pasadena.....	18.00	24.08	25.00	24.00	24.00	24.00	24.87							
Philadelphia.....	19.62	23.95	24.00	20.33	25.00	21.09	24.16							
Portland, Me.....	16.76	25.00	25.00	25.00										

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1910—Continued.

Destination, size, and port of departure of vessels.	Sail.						Steam.							
	1895.	1900.	1905.	1907.	1908.	1909.	1910.	1895.	1900.	1905.	1907.	1908.	1909.	1910.
<i>Atlantic and Gulf coasting trade—Continued</i>														
Under 500 tons—Continued.														
Portland, Me.	\$20.97	\$25.00	\$25.00	\$28.00	\$25.00	\$25.00	\$25.00		\$25.00			\$25.00		\$30.00
Providence.	20.00	25.00	27.50	27.50	25.00	25.00	25.00							30.00
Rockland.	20.00	25.00	27.50	27.50	25.00	25.00	25.00		\$25.00					
From 500 to 1,500 tons:														
Baltimore.	18.00	25.00	30.00	30.00	27.50	22.50	25.00		25.00	\$25.00	\$25.00		\$25.00	30.00
Bath.	22.00	30.00	32.50	25.00	25.00	25.00	30.00		25.00	30.00	25.00	25.00	25.00	30.00
Boston.	20.00	30.00	30.00	25.00	25.00	25.00	30.00		25.00	30.00	25.00	25.00	25.00	30.00
Castine.	16.40	21.50	30.00	30.00	30.00	30.00	25.00		22.50		30.00	30.00	30.00	30.00
Mobile.	23.00	25.00	30.00	25.00	25.00	25.00	20.00		30.00	30.00	30.00	30.00	30.00	25.00
New Bedford.	25.00	25.00	27.50	27.50	27.50	27.50	27.50		25.00		30.00	30.00	30.00	25.00
New Orleans.	17.50	25.00	27.50	27.50	27.50	27.50	27.50		25.00		30.00	30.00	30.00	25.00
New York.	20.00	29.00	27.50	27.50	27.50	27.50	27.50		25.00		30.00	30.00	30.00	25.00
Norfolk.	18.00	25.00	27.50	27.50	27.50	27.50	27.50		22.25		27.90	25.00	25.83	
Pasagoula.	18.00	25.00	27.75	28.46	27.80	24.14	25.60		30.00	25.00	27.90	25.00	25.00	
Philadelphia.	20.00	27.37	28.00	28.00	28.00	28.00	28.00		25.00	25.00	25.00	25.00	25.00	
Portland, Me.	22.29	30.00	30.00	27.50	25.00	25.00	30.00		25.00	25.00	25.00	25.00	25.00	
Providence.	25.00	30.00	30.00	30.00	27.50	27.50	27.50		25.00	25.00	25.00	25.00	25.00	
Rockland.	20.00	30.00	30.00	30.00	27.50	27.50	30.00		25.00					
Over 1,500 tons:														
Baltimore.	25.00	30.00	30.00	32.50	27.50	25.00	30.00		25.00	25.00	25.00	25.00	25.00	25.00
Bath.	30.00	30.00	30.00	30.00	25.00	25.00	30.00		25.00	30.00	25.00	25.00	25.00	25.00
Boston.	30.00	30.00	30.00	35.00	25.00	30.00	30.00		25.00	30.00	30.00	30.00	30.00	30.00
Mobile.	30.00	30.00	35.00	35.00	32.50	30.00	30.00		30.00					25.00
New Bedford.	30.00	30.00	35.00	35.00	32.50	30.00	30.00		30.00					25.00
New Orleans.	30.00	30.00	35.00	35.00	32.50	30.00	30.00		30.00					25.00
New York.	30.00	30.00	35.00	35.00	32.50	30.00	30.00		30.00					25.00
Norfolk.	30.00	30.00	35.00	35.00	32.50	30.00	30.00		30.00					25.00
Philadelphia.	30.00	30.00	35.00	35.00	32.50	30.00	30.00		30.00					25.00
Portland, Me.	21.65	29.20	30.00	30.62	30.51	27.50	29.86		30.00					25.00
Providence.	22.60	30.00	30.00	30.00	30.00	25.00	30.00		30.00					25.00
Rockland.	22.60	30.00	30.00	30.00	30.00	25.00	30.00		30.00					25.00

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1910—Continued.

Destination, size, and port of departure of vessels.	Sail.							Steam.						
	1895.	1900.	1905.	1907.	1908.	1909.	1910.	1895.	1900.	1905.	1907.	1908.	1909.	1910.
<i>To Africa—Continued.</i>														
Over 1,500 tons:														
Honolulu.....							\$25 00							
New York.....		\$20 00												
Port Townsend.....		20 00			\$22 50	\$25 00	25 00							
San Francisco.....		20 00	\$25 00				20 00							
<i>Atlantic to Pacific ports, and vice versa.</i>														
Under 500 tons:														
Baltimore.....				\$20 00						\$25 00		\$30 00	\$25 00	
Norfolk.....					35 00									
San Francisco.....														
From 500 to 1,500 tons:														
Baltimore.....	\$16 00	18 00	18 00			25 00								
Honolulu.....		20 00	25 00											
New Orleans.....					25 00									
New York.....	16 00	18 00	18 00	18 00	18 00	18 00	18 00		\$27 50					
Philadelphia.....	12 00				15 00					25 00				
Port Townsend.....	15 00	20 00		20 00			25 00							
San Francisco.....			20 00			20 00								
Over 1,500 tons:														
Baltimore.....		18 00	18 00	18 00	18 00	18 00				25 00	\$25 00	37 50		
Honolulu.....		20 00	25 00	25 00	25 00	25 00	25 00			25 00	25 00		25 00	
New York.....	16 00	18 00	18 00	18 00	18 00	18 00	18 00			25 00	25 00	25 00	25 00	\$25 00
Norfolk.....														
Philadelphia.....	16 00	18 00	18 00	18 00	18 00	18 00	18 00		25 00	25 00	25 00	30 00	25 00	
Port Townsend.....		20 00	20 00	20 00	20 00	22 00	25 00					35 00	35 00	25 00
San Francisco.....	16 24	20 83	23 75	25 00	25 00	20 00	20 00			25 00		30 00	25 00	20 10

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1910—Continued.

Destination, size, and port of departure of vessels.	Sail.						Steam.							
	1895.	1900.	1905.	1907.	1908.	1909.	1910.	1895.	1900.	1905.	1907.	1908.	1909.	1910.
<i>To South America.</i>														
Under 500 tons:														
Baltimore.....	\$40 00	\$40 00	\$40 00											
Boston.....	35 00	35 00		\$40 00										
Mobile.....	33 75	35 00		\$40 00										
New Bedford.....														
New Orleans.....	37 50	40 00	35 00	35 00	35 00	\$45 00	\$40 00	\$75 00						
New York.....		40 00					40 00				\$70 00		\$85 00	
Norfolk.....		40 00					40 00							
Philadelphia.....	42 50	40 00	43 33	40 00	41 67	40 00	40 00	\$65 00						
Port Townsend.....		52 50	55 00				40 00	65 00						
Providence.....														
San Francisco.....	45 00	47 50	60 00		70 00									
From 500 to 1,500 tons:														
Baltimore.....	45 00	45 00	45 00	45 00	50 00	50 00	50 00	75 00	75 00	\$75 00				
Boston.....	40 00	40 00	50 00	50 00	50 00	50 00								
New Orleans.....														
New York.....	41 09	45 00	42 50	42 50	45 00									
Norfolk.....	40 00			45 00	40 00									
Philadelphia.....	41 66	46 00	50 00	50 00	50 00		50 00							
Portland, Me.....	40 21	45 00	50 00	50 00	50 00	45 00	50 00							
Port Townsend.....	47 00	55 00	59 29	65 00	68 08	64 17	66 25		100 00		100 00			
San Francisco.....	45 50	51 25	55 00		68 75	63 50		80 00	100 00					
Over 1,500 tons:														
Baltimore.....		45 00	50 00	55 00										
Boston.....								78 33	80 00	80 00	90 00	\$100 00	100 00	\$100 00
New York.....	45 00													
Norfolk.....		50 00											100 00	
Philadelphia.....														
Port Townsend.....		55 00	55 00	65 00	66 00		70 00	96 67	100 00	100 00		100 00	100 00	100 00
San Francisco.....														
<i>To West Indies, Mexico, and Central America.</i>														
Under 500 tons:														
Baltimore.....	40 00	30 00	45 00	45 00	40 00	40 00	50 00	50 00						
Boston.....	35 00	35 00	40 00	50 00										
Belfast.....						35 00	35 00		70 00	70 00				
Boston.....	35 00	35 00	40 00	40 00	40 00	40 00	40 00							
Mobile.....	33 15	36 30		40 00	40 00	40 00	40 00	60 00	55 00					90 00

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1910.—Continued.

Destination, size, and port of departure of vessels.	Sail.						Steam.							
	1895.	1900.	1905.	1907.	1908.	1909.	1910.	1895.	1900.	1905.	1907.	1908.	1909.	1910.
Atlantic and Gulf coasting trade—Continued.														
Under 500 tons—Continued.														
Castine.....			\$35.00	\$40.00	\$50.00	\$35.00	\$45.00				\$50.00			
Gloucester.....			45	40	50	50	50				75.00			
Mobile.....	\$30.75	\$38.00	45	40	40	40	40				75.00			
New Bedford.....	30.00	30.00	35	35	40	45	45	\$40.00						\$45.00
New Orleans.....		40.00	40	50	40	40	40	50	\$75.00					
New York.....	34.50	35.00	40	40	40	40	40							
Norfolk.....	30.00	35.00	40	35	35	26.66	43.33					\$72.50	\$73.38	68.50
Pascagoula.....	35.00	35.00	40	40	40	38.40	40.00							73.63
Philadelphia.....	37.40	37.30	38.30	41.06	39.31	38.57	40.22				72.50	71.67	71.67	70.00
Portland, Me.....	32.80	35.00	37.50	37.50	45.00	35.00	40.00				80.00	80.00		
Providence.....	30.00	30.00	40.00		35.00	35.00	40.00							
Rockland.....	35.00	35.00	40.00	40.00	35.00	35.00	35.00	75.00						75.00
From 500 to 1,500 tons:														
Baltimore.....	40.00	45.00	50.00	50.00	52.50	50.00	50.00		70.00	70.00				
Bath.....	40.00	40.00	50.00	45.00	45.00	45.00	50.00		60.00	65.00	70.00	80.00	85.00	50.00
Boston.....	40.00	45.00	50.00	55.00	50.00	50.00	50.00	70.00	80.00	65.00	90.00	90.00	85.00	80.00
Castine.....	38.33	37.50	45.00	45.00	45.00	45.00	45.00		60.00	75.00	85.00	85.00	85.00	65.00
Mobile.....	40.00	40.00	45.00	45.00	40.00	40.00	45.00							
New Bedford.....	40.00	40.00	45.00	45.00	40.00	40.00	45.00							
New Orleans.....	37.62	45.00	45.00	45.00	40.00	40.00	45.00							
New York.....	38.33	40.00	45.00	45.00	45.00	45.00	45.00	75.00	65.00	75.00	85.00	85.00	85.00	85.00
Pascagoula.....	40.00	40.00	45.00	47.50	47.50	44.00	47.50							
Philadelphia.....	37.40	42.35	46.00	46.75	45.71	44.64	46.68	65.00	70.00	65.00	83.00	86.75	79.17	
Portland, Me.....	40.42	50.00	48.00	49.25	50.00	50.00	50.00	75.00	70.00	70.00	70.00	85.00	85.00	
Providence.....	40.00	50.00	50.00	45.00	45.00	45.00	45.00	75.00	70.00	75.00	90.00	75.00	75.00	
Rockland.....	35.00	50.00	47.50	47.50	45.00	45.00	45.00							
Over 1,500 tons:														
Baltimore.....	45.00	45.00	55.00	55.00	55.00	55.00	50.00	70.00	75.00	75.00	70.00	80.50	85.00	85.00
Bath.....	45.00	45.00	50.00	55.00	50.00	50.00	50.00							
Boston.....		45.00	50.00	60.00	60.00	60.00	60.00	70.00	75.00	70.00	70.00	75.00	75.00	75.00
New Bedford.....		40.00	55.00	50.00	55.00	55.00	55.00							
New Orleans.....		40.00	55.00	50.00	55.00	55.00	55.00							
New York.....		45.00	50.00	50.00	50.00	50.00	50.00							

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1910—Continued.

Destination, size, and port of departure of vessels.	Sail.							Steam.						
	1895.	1900	1905.	1907.	1908.	1909.	1910.	1895.	1900.	1905.	1907.	1908.	1909.	1910.
<i>To Africa—Continued.</i>														
From 500 to 1,500 tons—Continued.														
Pasagoula.....		\$45.00	\$56.67											
Port Townsend.....	\$50.00	55.00	57.50											
San Francisco.....	40.00	50.00												
Over 1,500 tons:														
Honolulu.....							\$60.00							
New York.....		45.00					63.33							
Port Townsend.....		55.00	\$65.00				65.00							
San Francisco.....		53.33	56.25											
<i>Atlantic and Pacific ports, and vice versa</i>														
Under 500 tons:														
Baltimore.....										\$75.00		\$100.00		
Norfolk.....														
From 500 to 1,500 tons:														
Baltimore.....	55.00	50.00	60.00			\$60.00								
Honolulu.....			55.00											
New Orleans.....					70.00	\$60.00								
New York.....	50.00	45.00	52.50	52.50	52.50	52.50	52.50		\$75.00	90.00		\$3.75		
Philadelphia.....	52.50													
Port Townsend.....	55.00	55.00		60.00			65.00							
San Francisco.....			50.00											
Over 1,500 tons:														
Baltimore.....		50.00	60.00	60.00	60.00	60.00				80.00	\$90.00	100.00		
Honolulu.....		60.00	60.00	65.00	70.00	60.00	55.00				70.00			
New York.....	55.83	50.00	60.00	60.00	60.00	60.00	70.00			80.00	90.00	100.00		\$100.00
Norfolk.....														
Philadelphia.....	50.00	52.00	55.00	61.43	60.00	61.67	65.00		75.00	120.00	\$200.00	95.00	\$90.00	
Port Townsend.....		55.00	65.00	65.00	60.00	62.50	60.00						125.00	125.00
San Francisco.....	54.03	55.83	60.62	71.66	72.50	62.50	68.33					100.00	100.00	100.00

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TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895-1910.

Destination, size, and port of departure of vessels.	Firemen.							First engineers.						
	1895.	1900.	1905.	1907.	1908.	1909.	1910.	1895.	1900.	1905.	1907.	1908.	1909.	1910.
<i>To Great Britain.</i>														
Over 1,500 tons:														
Honolulu.....			\$30.00	\$35.00						\$150.00				
Baltimore.....			40.00	40.00						180.00	\$200.00	\$200.00	\$200.00	\$200.00
New York.....	\$37.50	\$40.00	40.00	40.00	40.00	40.00	\$40.00	\$150.00	\$150.00	180.00	160.00	156.00	161.25	150.00
Philadelphia.....				40.00			40.00	112.50			180.00			
Newport News.....				40.00										
<i>To continent of Europe.</i>														
Over 1,500 tons:														
Baltimore.....			30.00							150.00				
New Orleans.....			50.00							150.00				
New York.....				30.00	40.00	40.00					150.00	165.00	165.00	
Philadelphia.....				30.00	40.00			112.50				165.00		
<i>To South America.</i>														
Under 500 tons:														
New Orleans.....		50.00							125.00				125.00	
Baltimore.....				35.00							105.00			
Philadelphia.....	45.00					40.00		125.00						
From 500 to 1,500 tons:														
New Orleans.....	50.00	50.00	50.00					125.00	125.00	135.00				
San Francisco.....	45.00	45.00						150.00	150.00					
Over 1,500 tons:														
New Orleans.....	40.00	40.00	40.00	50.00	40.00	40.00	80.00	120.89	125.00	142.50	150.00	150.00	150.00	150.00
New York.....			40.00	40.00	40.00	40.00					142.50	175.00		
Philadelphia.....														
San Francisco.....	45.00	45.00	45.00	45.00	50.00	55.00	85.00	150.00	150.00	152.00	151.00	157.50	165.00	165.00
<i>To West Indies, Mexico, and Central America.</i>														
Under 500 tons:														
Baltimore.....	35.00	35.00						100.00	125.00					
Boston.....		35.00							125.00					
Mobile.....		37.50							112.50				100.00	
New Bedford.....	35.00					35.00		85.00						
New Orleans.....		50.00							125.00					
New York.....		33.33							86.67					
Philadelphia.....		35.00			37.50	40.00	30.00		100.00		110.00	125.00	160.00	115.00
San Francisco.....						65.00							150.00	
Wilmington.....		25.00							60.00					

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895-1910—Continued.

Destination, size, and port of departure of vessels.	Firemen.							First engineers.						
	1895.	1900.	1905.	1907.	1908.	1909.	1910.	1895.	1900.	1905.	1907.	1909.	1910.	
<i>To West Indies, Mexico, and Central America—Continued.</i>														
From 500 to 1,500 tons:														
Baltimore.	\$35.00	\$35.00	\$35.00 to 35.00	\$35.00 to 40.00				\$100.00	\$125.00	\$135.00	\$135.00			
Boston.	35.00							100.00	125.00	135.00				
Mobile.		37.50	50.00	50.00	\$50.00	\$40.00	\$35.00	125.00	112.50	135.00			\$80.00	
New Orleans.	50.00	50.00	35.00	35.00	50.00	40.00	40.00	125.00	100.00	115.00	\$100.00	\$135.00	150.00	
New York.											115.00	150.00	150.00	
Norfolk.								100.00	100.00	116.18	110.00	100.00	175.00	
Philadelphia.	35.00		34.85	40.00	55.00	30.00	52.89	100.00				145.00	145.79	
San Francisco.												148.87		
Over 1,500 tons:												150.00		
Baltimore.			40.00	32.50	35.00	30.00	35.00			135.00	135.00	150.00	150.00	
Boston.		35.00	35.00 to 40.00	35.00 to 40.00	35.00 to 40.00	40.00 to 50.00	40.00 to 50.00		125.00	135.00	135.00	150.00	150.00	
Honolulu.														
New Orleans.			50.00	50.00	50.00	50.00	50.00		125.00	150.00	150.00	150.00	150.00	
New York.	40.00	50.00	40.00	40.00	40.00	40.00	40.00	125.00	125.00	130.00	130.00	175.00	175.00	
Philadelphia.											175.00	150.00	150.00	
Port Townsend.	40.00	30.20	35.00	35.80	59.61	39.73	39.31	125.00	125.00	135.35	135.31	150.00	150.00	
San Francisco.												150.00	150.00	
<i>Atlantic and Gulf coasting trade.</i>														
Under 500 tons:														
Baltimore.				40.00	40.00	40.00	35.00				120.00	125.00	100.00	
Boston.		35.00	35.00	35.00	35.00	35.00			75.00	75.00	75.00	65.00		
Boston.		35.00							110.00					
Chester.				40.00							95.00	90.00	70.00	
Gloucester.				40.00					120.00	120.00	100.00			
Mobile.	35.00		40.00	40.00				65.00	125.00			30.00		
New Orleans.		50.00												
Norfolk.					40.00	40.00	35.00					125.00	112.00	
Philadelphia.		35.00		35.00	40.00	39.50	38.44		104.00		112.50	127.50	124.78	
Portland, Me.		35.00			40.00	40.00	40.00		95.00			85.00	90.00	
Rockland.													125.00	

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895-1910—Continued.

Destination, size, and port of departure of vessels.	Firemen.								First engineers.					
	1895.	1900.	1905.	1907.	1908.	1909	1910.	1895.	1900.	1905.	1907	1908.	1909.	1910.
<i>Atlantic to Pacific ports, and vice versa.</i>														
Under 500 tons:														
Baltimore.			\$35.00							\$100.00		\$80.00		
Norfolk.					\$40.00	\$25.00								
From 500 to 1,500 tons:														
New Orleans.			50.00						\$150.00	150.00				
New York.		\$50.00												
Philadelphia.			35.00		40.00					125.00		146 66		
Over 1,500 tons:														
Baltimore.			30.00	\$40.00	40.00					150.00	\$150.00	150.00	\$150.00	
Honolulu.				35.00	40.00	40.00					150.00	175.00	165.00	\$165.00
New York.			35.00	35.00	40.00	40.00	\$40.00			150.00	150.00	175.00	165.00	\$165.00
Philadelphia.		35.00	40.00	35.00	40.00	40.00		160.00	200.00	150.00	150.00	150.00	150.00	
Port Townsend.					40.00	49.62	30.00						175.00	150.00
San Francisco			41.25		42.50	45.00	45.00			150.00		150.00	150.00	150.00

APPENDIX C.

SHIPMENTS, DISCHARGES, AND DESERTIONS OF SEAMEN FROM AMERICAN VESSELS ABROAD.

The following tables are based on reports of American consuls, showing the number of seamen shipped, discharged, and deserted from American vessels at foreign ports, together with the number of clearances of American vessels involved and the total number of seamen (crew multiplied by number of clearances) during the fiscal year ended June 30, 1910.

TABLE 1.—SUMMARY OF SHIPMENTS, DISCHARGES, AND DESERTIONS.

	Steam					Sail				
	Clearances.	Men.	Shipped.	Discharged.	Deserted.	Clearances.	Men.	Shipped.	Discharged.	Deserted.
Europe.....	55	17,289	6,677	6,288	121	10	199	55	43	4
Asia.....	114	26,075	5,793	5,964	10	7	100	13	7	5
Australia.....						47	992	234	189	37
Africa.....						5	133	28	8	21
South America.....	74	2,513	35	18	1	54	472	123	90	11
Central America.....	566	33,448	105	15	89	14	88	44	16	
Mexico.....	401	25,306	238	147	105	21	178	20	13	7
West Indies.....	434	20,792	2,661	2,692	3	194	2,674	79	42	18
British North America.....	203	12,189	161	201	6	312	2,432	797	601	53
Total.....	1,847	137,612	15,670	15,335	335	657	7,001	1,895	1,070	157

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY PORTS.

Port.	Steam.					Sail.				
	Clearances.	Men.	Shipped.	Discharged.	Deserted.	Clearances.	Men.	Shipped.	Discharged.	Deserted.
<i>Europe.</i>										
Great Britain (England):										
Manchester.....	1	26								
Southampton.....	47	16,982	6,677	6,295	121	1	20		2	
Italy—Leghorn.....	1	70		1						
Portugal—St. Michaels.....	3	80				9	179	55	41	4
Spain (Canary Islands)—Tenerife.....	1	56								
France:										
Biarritz.....	1	70		2						
Marseille.....	1	5								
<i>Asia and Australasia.</i>										
China:										
Amoy.....	1	163								
Hongkong.....	27	6,238	5,769	5,943	5					
Shanghai.....	14	3,048	1	1						
Japan:										
Hakodate.....						1	35	1	1	1
Kobe.....						1	11	2		2
Nagasaki.....	6	1,543		1	5					
Yokohama.....	56	13,223	16	14	1					

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY PORTS—Continued.

Port.	Steam.					Sail.				
	Clearances.	Men.	Shipped.	Discharged.	Deserted.	Clearances.	Men.	Shipped.	Discharged.	Deserted.
<i>Asia and Australasia—Continued.</i>										
Society Islands—Tahiti	10	960	7	5	4	5	54	10	0	2
Samoa—Apia						3	20	2	1	1
Australia:										
Adelaide						3	151	12	0	4
Brisbane						1	13	4	3	1
Melbourne						1	11	6		7
Sydney						16	197	5	104	
New South Wales—Newcastle...						26	320	207	73	25
<i>Africa.</i>										
Cape Town						1	4	6		0
Durban						4	129	22	8	15
<i>South America</i>										
Argentina—Buenos Aires ..						1	27	11	5	6
Brazil—Rio de Janeiro ..						2	25	2		1
British Guiana—Georgetown...						3	21	6	3	
Dutch Guiana—Paramaribo...						1	7	1	1	
Chile:										
Antofagasta						5	49	4	3	
Iquique						2	27	6	4	
Punta Arenas	1	42	1	1						
Valparaiso						3	36	25	21	
Peru:										
Callao						11	117	61	42	3
Mollendo						2	21	2	1	
Venezuela—La Guaira	70	2,180	28	16		21	123	1	5	
Panama—Colon	3	291	6	1	1	3	23	4	5	1
Central America (British Honduras):										
Amapala	22	946	13	2	7	1	6		1	
Belize	1	9	1			8	40	4		
Bonacca						5	42	49	16	
Guatemala—Champerico ..	379	22,533	3		10					
Costa Rica:										
Puntarenas	43	2,300	7		13					
San Jose	92	5,854	23	4	31					
Nicaragua:										
Corinto	25	1,492	44	5	22					
San Juan del Sur	4	215	14	4	1					
<i>Mexico.</i>										
Acapulco	95	6,028	96	70	28					
La Paz	11	166								
Manzanillo	30	1,844	42	8	35	1	9	1		
Mazatlan	78	4,797	21	11	12	2	26	2	9	
Puerto Mexico	55	2,661	43	17	12	2	14	3		1
Salina Cruz	62	3,109	33	35	7	1	8	1	1	
Tampico	18	1,025	2	5	3	2	12		2	
Vera Cruz	52	5,676	1	1	8	13	109	13	1	6
<i>West Indies.</i>										
Bermuda—St. George						4	66	10	6	2
Cuba:										
Calbarien						14	87	4	6	
Habana	10	948	7	8	2	21	138	30	12	12
Sagua la Grande						12	72	1	2	
Curacao	111	5,750	2,585	2,631		2	19			
Haiti—Portau Prince						10	70	5		
Jamaica:										
Port Morant	104	5,824	34	8	1					
Port Antonio	117	5,773	24	39						
Montego Bay	20	1,032				5	29		2	
Port Maria	37	1,907								
Puerto Plata	2	20	2							
St. Thomas	1	18		6		62	413	3	2	
Santo Domingo—Monte Christi	1	6	1							
Trinidad						4	37	11	11	
Turks Islands	1	14	1			50	1,743	15	1	4

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY PORTS—Continued.

Ports.	Steam.					Sail.				
	Clearances.	Men.	Shipped.	Discharged.	Deserted.	Clearances.	Men.	Shipped.	Discharged.	Deserted.
<i>British North America.</i>										
British Columbia:										
Cumberland.....	3	32	12	11	.....	.....	.....	.....	.....	.....
Nanaimo.....	15	360	16	12	5	8	113	16	16	.....
Vancouver.....	27	677	113	131	.....	2	38	21	15	2
Victoria.....	2	56	10	12	.....	2	27	6	6	.....
New Brunswick:										
Fredericton.....	.....	.....	.....	.....	.....	1	4	.....	1	.....
St. John.....	148	10,902	.....	.....	.....	1,050	622	496	37	.....
Newfoundland—St. John's.....	.....	.....	.....	.....	.....	2	27	1	3	.....
Nova Scotia:										
Annapolis Royal.....	.....	.....	.....	.....	.....	3	16	3	2	.....
Barrington Passage.....	.....	.....	.....	.....	.....	1	18	.....	1	.....
Bridgewater.....	.....	.....	.....	.....	.....	9	59	21	18	.....
Canso.....	.....	.....	.....	.....	.....	16	298	19	55	.....
Digby.....	3	19	.....	.....	.....	11	67	6	.....	.....
Halifax.....	5	143	10	35	1	5	68	26	16	2
Liverpool.....	.....	.....	.....	.....	.....	9	134	31	8	1
Louisburg.....	.....	.....	.....	.....	.....	19	323	13	6	5
Port Hawksbury.....	.....	.....	.....	.....	.....	3	22	4	1	.....
Sydney.....	.....	.....	.....	.....	.....	6	92	.....	15	3
Yarmouth.....	.....	.....	.....	.....	.....	20	42	7	4	.....
St. Pierre.....	.....	.....	.....	.....	.....	2	34	1	1	.....
Total.....	1,847	137,612	15,670	15,335	335	657	7,001	1,395	1,070	157

The following consulates report no transactions during the fiscal year ended June 30, 1910:

Austria-Hungary—Budapest, Fiume, Trieste; Azores—Fayal, Terceira; Denmark—Copenhagen; France—Bordeaux, Boulogne-sur-mer, Brest, Calais, Dieppe, Dunkirk, Havre, Nantes, Rouen; Germany—Brake, Bremen, Breinerhaven, Cuxhaven, Danzig, Hamburg, Kiel, Königsberg, Lubeck, Stettin; Great Britain: England—Bristol, Hull, Liverpool, London, Newcastle-on-Tyne, West Hartlepool; Ireland—Belfast, Cork, Dublin, Galway, Londonderry; Scotland—Aberdeen, Dundee, Edinburgh, Glasgow, Greenock, Troon; Wales—Cardiff, Swansea; Greece—Athens; Italy—Bari, Capri, Catania, Genoa, Naples, Palermo; Netherlands—Amsterdam, Rotterdam; Norway—Bergen, Christiania, Stavanger; Russia—Batum, Libau, Odessa, Reval, Riga; Spain—Alicante, Almeria, Barcelona, Bilbao, Cadiz, Carthagena, Denia, Gibraltar, Grand Canary (Canary Islands), Huelva, Malaga, Palma de Mallorca, Seville, Tarragona, Valencia; Sweden—Gothenburg, Malmö, Stockholm; Syria—Aleppo, Beirut, Haifa, Tripoli; Turkey—Constantinople, Saloniki, Samsoun, Smyrna, Trebizond; Maltese Islands—Malta; Arabia—Aden, Hodeida; China—Antung, Canton, Chefoo, Hankow, Newchwang, Swatow, Tsingtau; Formosa—Tamsui; India—Bombay, Calcutta, Karachi, Madras; Manchuria—Dainy; Siam—Bangkok; Siberia—Vladivostok; Oman—Maskat; Straits Settlements—Penang, Singapore; Borneo—Sandakan; Zanzibar—Zanzibar; Algeria—Algiers, Bone, Oran; Egypt—Alexandria; Morocco—Tangier; Africa—Lourenco Marquez, Tripoli; Cape of Good Hope—Port Elizabeth, East London; Congo—Boma; Australia: Queensland—Townsville; Madagascar—Tamatave; Brazil—Bahia, Para, Santos; Chile—Arica, Caldera, Talcahuano; Colombia—Barranquilla, Cartagena; Ecuador—Bahia de Caraquez, Esmeraldas, Guayaquil, Manta; Guatemala—Livingston, Ocos; French Guiana—Cayenne; Honduras—Ceiba; Salvador—San Salvador; Venezuela—Barcelona, Carupano, Ciudad Bolivar, Puerto Cabello; Mexico—La Paz; Panama—Bocas del Toro, Panama; West Indies—Bonaire, Guadeloupe, Fredericksted, Salt Cay, Samana; Cuba—Nuevitas, Cienfuegos; Haiti—Aux Cayes, Cape Haitien; Jamaica—Kingston, St. Ann's Bay; St. Croix—Christiansted; Bermuda—Hamilton; Martinique—Fort de France; New Brunswick—Campobello, St. Stephen; Nova Scotia—Lunenburg, Pictou; Ontario—Hamilton, Kingston, Owen Sound, Sault Ste. Marie, Trenton, Windsor; Quebec—Montreal, Rimouski; British Columbia—Vancouver.

APPENDIX D.

TONNAGE TAX—LAW AND COLLECTIONS.

The following tables show the tonnage taxes collected for the fiscal year.

The tax is levied on the net tonnage of vessels coming from foreign ports, and is required for five successive entries. For twelve months, dating from the first payment of the tax, entries of a vessel after the fifth are exempt from tonnage tax.

Section 36 of the act of August 5, 1909, which went into effect October 5, 1909, is as follows:

"A tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, the Bermuda Islands, or the coast of South America bordering on the Caribbean Sea, or Newfoundland, and a duty of six cents per ton, not to exceed thirty cents per ton per annum, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any other foreign port, not, however, to include vessels in distress or not engaged in trade.

"This section shall not be construed to amend or repeal section twenty-seven hundred and ninety-two of the Revised Statutes as amended by section one of chapter two hundred and twelve of the laws of nineteen hundred and eight, approved May twenty-eighth, nineteen hundred and eight, or section five of the said chapter two hundred and twelve of the laws of nineteen hundred and eight, or section twenty-seven hundred and ninety-three of the Revised Statutes.

"Section forty-two hundred and thirty-two of the Revised Statutes, and sections eleven and twelve of chapter four hundred and twenty-one of the laws of eighteen hundred and eighty-six, approved June nineteenth, eighteen hundred and eighty-six, and so much of section forty-two hundred and nineteen of the Revised Statutes as conflicts with this section, are hereby repealed.

"This section shall take effect sixty days after the approval of this act."

The act of March 8, 1910, concerning tonnage duties on vessels entering otherwise than by sea, is as follows:

"Vessels entering otherwise than by sea from a foreign port at which tonnage or light-house dues or other equivalent tax or taxes are not imposed on vessels of the United States shall be exempt from the tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, prescribed by section thirty-six of the act approved August fifth, nineteen hundred and nine, entitled 'An act to provide revenue, equalize duties, and encourage the industries of the United States, and for other purposes.'"

1. TONNAGE TAX COLLECTIONS, 1896-1910.

Year	Amount.	Year.	Amount.
1896.....	\$544,254.97	1904.....	\$826,023.01
1897.....	731,769.61	1905.....	858,536.69
1898.....	846,771.06	1906.....	967,322.48
1899.....	834,087.81	1907.....	1,044,781.13
1900.....	880,482.32	1908.....	1,076,571.69
1901.....	903,138.88	1909.....	1,052,374.37
1902.....	868,783.91	1910.....	1,081,526.70
1903.....	885,841.33		

2. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1910, BY PORTS.

Port.	Minimum rate per ton.		Six cents per ton.		Total.	
	Num-ber.	Amount.	Num-ber.	Amount.	Num-ber.	Amount.
Apalachicola.....	28	\$220.60	12	\$492.18	40	\$712.84
Astoria.....	28	1,585.74	38	5,392.80	66	6,978.54
Baltimore.....	217	7,999.88	234	30,882.48	451	47,881.86
Bangor.....	1	3.92			1	3.92
Barnstable.....	3	7.49			3	7.49
Bath.....	19	192.88			19	192.88
Beaufort, S. C.....	4	39.85	1	122.64	5	162.49
Belfast.....	30	68.33	4	185.48	34	354.81
Boston.....	308	6,089.94	342	83,741.70	710	89,831.64
Brashear.....	1	9.00			1	9.00
Bridgeport.....	99	371.20	6	255.42	75	626.68
Bridgeton.....	24	237.81	2	293.94	2	293.94
Brunswick.....	138	5,250.85	8	1,076.76	138	1,314.57
Buffalo.....	104	260.04			138	6,250.35
Burlington, Vt.....	81	406.41			104	260.04
Cape Vincent.....	4	6.18	1	27.90	81	406.41
Castine.....	7	406.70	15	2,224.98	5	34.08
Cedar Keys.....	5	60.65	99	13,997.64	22	2,631.68
Charleston.....	52	901.60			104	14,058.29
Chicago.....	190	4,015.20			52	901.60
Cleveland.....	316	1,474.64			190	4,015.20
Detroit.....	40	1,706.28			316	1,474.64
Duluth.....	301	1,044.08			40	1,706.28
Eastport.....	32	126.49			301	1,044.08
Edgartown.....	13	42.08			32	126.49
Ellsworth.....	45	712.65			13	42.08
Erie.....	14	823.70	5	559.20	45	712.65
Eureka.....	8	27.66			19	1,412.96
Fall River.....	8	83.12	20	2,462.40	8	27.66
Fernandina.....	68	2,790.23	143	30,998.76	28	2,545.52
Galveston.....	3	29.97			211	33,788.99
Georgetown, S. C.....	22	60.42	11	975.24	3	29.97
Gloucester.....	9	33.26			33	1,035.66
Grand Haven.....	6	1.24			9	33.26
Great Falls.....	151	1,920.41	114	11,332.80	6	1.24
Gulfport.....	1	2.26			265	13,253.21
Hartford.....	12	1,000.35	105	25,288.28	1	2.26
Honolulu.....	31	528.02	16	1,725.90	117	26,288.63
Jacksonville.....	147	2,790.42	29	274.08	47	2,253.92
Jamez.....	104	597.24	7	1,453.80	176	3,074.10
Key West.....	18	330.63	25	4,460.04	111	2,051.04
Los Angeles.....	50	153.95			43	4,790.67
Machias.....	19	58.26			50	153.95
Marblehead.....	184	3,017.36			19	58.26
Marquette.....	10	348.26			184	3,017.36
Milwaukee.....	333	5,547.07	109	12,450.06	10	348.26
Mobile.....	55	450.85			442	17,997.13
Newark.....	27	100.46	11	193.30	55	450.85
New Bedford.....	3	11.50			38	295.76
Newburyport.....	22	123.41			3	11.50
New Haven.....	1	6.72			22	123.41
New London.....	255	8,766.70	238	46,234.38	1	6.72
New Orleans.....	3	15.85			493	55,001.08
Newport, R. I.....	22	10.27			3	15.85
Newport, Vt.....	21	819.29	60	9,154.74	22	10.27
Newport News.....	1,227	35,940.34	1,600	385,055.40	81	9,974.03
Niagara Falls.....	58	750.48			2,827	420,995.74
Norfolk.....	32	1,142.16	51	7,363.62	58	750.48
Ogdensburg.....	131	1,221.59			83	8,505.78
Oswego.....	206	2,366.42			131	1,221.59
Pembina.....	18	25.56			206	2,366.42
Pensacola.....	60	1,925.74	170	18,218.94	18	25.56
Perth Amboy.....	29	1,175.26	18	1,999.08	60	1,925.74
Philadelphia.....	377	14,244.47	550	83,728.86	230	20,144.68
Plattsburg.....	2,074	5,432.79			47	3,174.34
Plymouth.....	2	5.40			927	97,973.33
Port Arthur.....	63	2,032.14	71	10,798.86	2,074	5,432.79
Port Huron.....	170	1,497.76			2	5.40
Portland, Me.....	114	1,570.97	75	14,517.00	134	12,831.00
Portsmouth.....	5	23.94			170	1,497.76
Port Townsend.....	812	10,945.18	122	22,675.14	189	10,087.97
Providence.....	13	93.04	1	7.02	5	23.94
Richmond.....	1	15.62	1	34.32	14	100.06
Rochester.....	25	299.31			2	49.94
Salem.....	70	277.69			25	299.31
San Diego.....	82	2,978.05	2	241.08	70	277.69
					84	3,219.13

2. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1910, BY PORTS—Continued.

Port.	Minimum rate per ton.		Six cents per ton.		Total.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.
Sandusky.....	71	\$216.68	.....	.....	71	\$216.68
San Francisco.....	109	0,014.89	170	\$24,620.22	269	30,635.11
San Juan.....	237	4,179.02	77	10,440.24	314	14,619.86
Savannah.....	8	243.56	110	16,377.72	118	16,621.28
St. Marys.....	1	16.50	.....	.....	1	16.50
Stonington.....	6	23.91	.....	.....	6	23.91
Tampa.....	103	1,709.09	88	12,602.82	191	14,331.91
Toledo.....	39	284.12	.....	.....	39	284.12
Waldoboro.....	53	215.78	.....	.....	53	215.78
Washington, D. C.....	3	40.96	1	168.12	4	209.08
Wilmington, Del.....	2	70.65	12	2,237.40	14	2,308.05
Wilmington, N. C.....	6	52.32	37	4,341.12	43	4,393.44
Wiscasset.....	27	106.53	.....	.....	27	106.53
Total.....	9,967	100,957.57	4,801	910,846.40	14,768	1,071,804.03
OTHER RATES.						
Barnstable.....	.....	.....	.....	.....	1	283.02
Cape Vincent.....	.....	.....	.....	.....	1	37.00
Detroit.....	.....	.....	.....	.....	11	4,831.74
Duluth.....	.....	.....	.....	.....	5	368.00
Ellsworth.....	.....	.....	.....	.....	1	67.81
Jacksonville.....	.....	.....	.....	.....	1	72.00
New Orleans.....	.....	.....	.....	.....	1	268.32
Newport, R. I.....	.....	.....	.....	.....	1	54.59
New York.....	.....	.....	.....	.....	7	1,613.06
San Francisco.....	.....	.....	.....	.....	1	2,132.10
Total.....	.....	.....	.....	.....	30	9,722.67
Grand total.....	.....	.....	.....	.....	14,798	1,081,526.70

^a The tonnage tax actually covered into the Treasury during the fiscal year ended June 30, 1910, amounted to \$1,081,750.13.

3. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1910, BY NATIONALITY OF VESSELS.

MINIMUM RATE PER TON.

Nationality.	Sailing vessels.		Steam vessels.		Total.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.
American.....	3,241	\$15,971.86	1,647	\$37,742.71	4,888	\$53,714.57
British.....	1,881	10,485.62	1,797	52,245.08	3,678	62,730.70
German.....	4	160.65	154	9,233.76	158	9,394.41
Italian.....	11	262.56	7	359.34	18	621.90
Norwegian.....	33	652.22	781	22,830.96	814	23,483.18
French.....	1	23.22	16	581.18	17	604.40
Dutch.....	17	31.07	16	642.84	33	673.91
Danish.....	10	24.41	49	2,750.78	59	2,775.19
Spanish.....	7	42.98	48	3,109.97	55	3,152.95
Austrian.....	.....	.....	2	96.64	2	96.64
Russian.....	4	20.84	.....	.....	4	20.84
Swedish.....	1	9.00	12	399.07	13	408.07
Cuban.....	2	10.48	55	1,052.04	57	1,062.52
Uruguayan.....	10	170.39	3	160.16	13	330.55
Mexican.....	.....	.....	53	672.93	53	672.93
Portuguese.....	2	24.06	.....	.....	2	24.06
Honduranian.....	4	4.80	4	82.88	8	87.68
Dominican.....	32	63.25	.....	.....	32	63.25
Venezuelan.....	26	55.13	.....	.....	26	55.13
Panamanian.....	2	4.15	5	49.94	7	54.09
Total.....	5,288	28,016.69	4,679	132,940.88	9,967	100,957.57

3. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1910, BY NATIONALITY OF VESSELS—Continued.

SIX CENTS PER TON.

Nationality	Sailing vessels.		Steam vessels.		Total.	
	Num-ber.	Amount.	Num-ber.	Amount.	Num-ber.	Amount.
American.....	73	\$3,522.96	85	\$20,574.48	158	\$24,097.44
British.....	87	9,199.20	2,660	512,549.06	2,747	521,748.26
German.....	25	2,569.74	560	143,822.10	585	146,391.84
Italian.....	62	4,298.50	192	38,005.26	254	42,003.76
Norwegian.....	105	6,830.42	88	11,332.80	193	18,163.22
French.....	71	8,758.66	150	29,184.24	221	37,943.40
Dutch.....	2	208.08	159	34,026.36	161	34,834.44
Danish.....	1	19.44	86	15,329.40	87	15,348.84
Spanish.....	7	136.20	97	14,428.26	104	14,564.46
Belgian.....			46	14,086.80	46	11,086.80
Austrian.....			73	13,672.86	73	13,672.86
Japanese.....			55	13,739.82	55	13,739.82
Russian.....	15	948.36	21	3,880.14	36	4,828.50
Grecian.....			14	3,066.30	14	3,066.30
Swedish.....	3	98.22	18	1,809.66	21	1,907.88
Uruguayan.....	1	59.28	6	802.92	7	862.20
Brazilian.....			12	1,182.54	12	1,182.54
Portuguese.....	16	595.62	2	44.28	18	639.90
Chilean.....	4	422.70			4	422.70
Argentine.....	3	280.38			3	280.38
Peruvian.....	2	161.22			2	161.22
Total.....	477	38,109.18	4,324	872,737.28	4,801	910,846.46

TOTAL TONNAGE TAX COLLECTED.

American.....	3,314	\$19,494.82	1,732	\$58,317.19	5,046	\$77,812.01
British.....	1,968	19,684.82	4,457	564,794.14	6,425	584,478.96
German.....	29	2,730.39	741	153,055.86	773	155,786.25
Italian.....	73	4,561.06	199	38,991.00	272	43,555.06
Norwegian.....	138	7,482.64	869	34,163.76	1,007	41,646.40
French.....	72	8,782.08	166	29,765.42	238	38,547.50
Dutch.....	19	239.15	175	35,260.20	194	35,508.35
Danish.....	11	43.85	135	18,080.18	146	18,124.03
Spanish.....	14	179.18	145	17,538.23	159	17,717.41
Belgian.....			40	14,086.80	40	14,086.80
Austrian.....			75	13,769.50	75	13,769.50
Japanese.....			55	13,739.82	55	13,739.82
Russian.....	19	960.20	21	3,880.14	40	4,840.34
Grecian.....			14	3,066.30	14	3,066.30
Swedish.....	4	107.22	30	2,208.73	34	2,315.95
Cuban.....	2	10.48	55	1,952.64	57	1,063.12
Uruguayan.....	11	229.67	9	963.08	20	1,192.75
Brazilian.....			12	1,182.54	12	1,182.54
Mexican.....			53	672.93	53	672.93
Portuguese.....	18	619.68	2	44.28	20	663.96
Chilean.....	4	422.70			4	422.70
Argentine.....	3	280.38			3	280.38
Peruvian.....	2	161.22			2	161.22
Honduranian.....	4	4.80	4	82.88	8	87.68
Dominican.....	32	63.25			32	63.25
Venezuelan.....	26	55.13			26	55.13
Panamanian.....	2	4.15	5	49.94	7	54.09
Total.....	5,765	66,125.87	9,003	1,005,678.16	14,768	1,071,804.03
Other rates.....	18	7,363.84	12	2,358.83	30	9,722.67
Grand totals.....	5,783	73,489.71	9,015	1,008,036.99	14,798	1,081,526.70

^a The tonnage tax actually covered into the Treasury during the fiscal year ended June 30, 1910, amounted to \$1,081,750.13, excluding the Philippine tonnage tax of \$343.20.

APPENDIX E.

STEEL SHIPBUILDING OF THE UNITED STATES.

1. CONSTRUCTION OF STEEL STEAM VESSELS IN THE UNITED STATES.

The progress of the building of steel steam vessels in the United States during the last ten years and the present condition of the industry is set forth in the following statements. The following table shows the gross tonnage of steel steam vessels built in the United States during each fiscal year for the past ten years, with the places of build classified by coasts. The total construction of these vessels for the ten years ended June 30, 1910, was 2,562,926 gross tons, of which 1,692,536 gross tons were built on the Great Lakes, 792,117 gross tons on the Atlantic seaboard, 70,938 gross tons on the Pacific coast, and 7,335 gross tons on western rivers. Cleveland, Ohio, with 629,284 gross tons, has been the largest center for this industry.

Tonnage of steel steam vessels built during the past ten years.

[These returns include also iron vessels up to the fiscal year begun July 1, 1902. Since that date no iron vessels have been built in the United States.]

Port.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	Total.
<i>Atlantic.</i>											
Baltimore, Md.....	9,987	10,997	8,955	9,156	1,006	10,285	3,681	4,254	549	27,770	95,640
Bath, Me.....	594	.....	.....	.....	.....	.....	2,153	.....	3,409	.....	6,216
Boston, Mass.....	.....	.....	.....	.....	7,091	1,157	10,608	25,731	207	4,079	49,893
Bridgeport, Conn.....	.....	.....	47	.....	.....	.....	.....	.....	.....	.....	47
Georgetown, S. C.....	.....	.....	.....	.....	.....	135	.....	.....	.....	.....	135
Jacksonville, Fla.....	.....	.....	194	.....	281	.....	828	.....	.....	.....	1,308
Newark, N. J.....	788	662	361	1,225	.....	.....	.....	717	.....	.....	3,753
New London, Conn.....	.....	.....	.....	.....	41,432	.....	.....	.....	.....	.....	41,432
New Orleans, La.....	.....	399	.....	58	19	.....	.....	.....	46	.....	522
Newport News, Va.....	4,005	25,119	17,594	.....	5,846	2,190	11,199	16,753	7,187	34,901	125,403
New York, N. Y.....	6,939	1,976	3,522	2,593	1,097	4,558	5,803	2,413	4,294	4,207	37,402
Philadelphia, Pa.....	59,402	33,300	70,983	46,315	18,653	17,074	53,625	38,086	6,811	9,192	354,301
Richmond, Va.....	24	1,710	223	440	4,188	.....	.....	.....	.....	.....	6,501
Savannah, Ga.....	.....	.....	.....	.....	.....	512	.....	.....	.....	.....	512
San Juan, P. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	92	92
Wilmington, Del.....	3,157	14,756	5,404	6,650	4,381	6,345	8,399	7,182	7,093	4,780	68,777
Wilmington, N. C.....	.....	.....	.....	.....	.....	98	.....	.....	.....	.....	98
Total.....	85,556	97,019	107,283	66,473	84,894	42,303	96,256	96,036	30,316	85,021	792,117*
<i>Pacific.</i>											
Portland, Oreg.....	.....	.....	.....	.....	.....	.....	.....	.....	499	214	713
Port Townsend, Wash.....	277	.....	264	.....	84	.....	.....	5,450	3,851	.....	9,926
San Francisco, Cal.....	9,040	10,707	10,428	1,866	.....	347	8,579	16,381	.....	2,951	60,299
Total.....	9,317	10,707	10,692	1,866	84	347	8,579	21,831	4,350	3,165	70,938
<i>Great Lakes.</i>											
Buffalo, N. Y.....	10,417	7,565	3,384	1,970	332	720	1,613	8,147	633	1,941	36,731
Chicago, Ill.....	23,706	27,727	14,700	18,028	6,331	13,524	29,011	20,496	.....	.....	153,583
Cleveland, Ohio.....	55,261	61,585	45,082	66,337	39,117	75,361	59,205	108,213	39,021	79,442	629,284
Detroit, Mich.....	22,090	21,115	10,800	23,593	20,777	87,570	57,001	112,655	35,106	37,275	428,882
Grand Haven, Mich.....	138	44	116	.....	57	496	678	33	147	823	2,530
Marquette, Mich.....	6,124	16,002	11,070	16,723	.....	19,720	21,444	21,088	.....	.....	112,180
Milwaukee, Wis.....	.....	.....	.....	.....	46	569	.....	442	2,951	8,549	12,557
Port Huron, Mich.....	15,636	21,133	21,845	17,980	12,544	40,430	41,740	40,746	3,861	9,926	225,841
Shelburne, Vt.....	.....	.....	.....	1,195	.....	.....	892	.....	.....	.....	2,087
Toledo, Ohio.....	7,292	6,759	11,642	8,133	5,861	7,635	14,478	12,383	6,351	8,72	89,161
Total.....	140,602	161,930	119,208	153,968	85,065	246,025	226,722	324,203	88,070	146,683	1,692,536

Tonnage of steel steam vessels built during the past ten years—Continued.

Port.	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total.
<i>Western rivers</i>											
Chattanooga, Tenn.						38					38
Dubuque, Iowa			2,588		62		1,103			80	3,842
Evansville, Ind.									49		49
Louisville, Ky.			240		199	103					632
Memphis, Tenn.	31		8							30	69
Pittsburg, Pa.		142				151	643		350		1,286
Rock Island, Ill.		8									8
St. Louis, Mo.	562		88					555	7		1,212
St. Paul, Minn.	21										21
Wheeling, W. Va.		33				7	168				208
Total	614	183	2,924		261	359	1,914	555	406	119	7,335
Grand total	236, 149	270, 739	240, 107	222, 307	170, 304	289, 094	333, 471	442, 026	123, 142	234, 988	2, 562, 926

2. STEEL VESSELS BUILDING OR CONTRACTED FOR ON JULY 1, 1910.

To ascertain the condition of the industry of steel-ship building for the current fiscal year, near the end of the last fiscal year a circular letter was sent to builders of steel vessels requesting each to furnish a statement of the merchant steel vessels building or under contract at his establishment on July 1, 1910, showing:

1. Name of vessel (or builder's number where name has not yet been selected).
2. Gross tonnage (register), approximately.
3. Speed required by contract, or approximate.
4. Owner for whom vessel is building.
5. Trade in which vessel is to engage (passenger, freight, foreign, coasting, ferry, or other description).
6. Probable date of launch.

Each builder was also requested to furnish information of the following matters:

1. The normal number of men employed in shipbuilding in his establishment on July 1 (excluding from consideration any temporary cause which may make the number less or greater than usual).
2. The annual capacity of his establishment for the construction of merchant vessels (number and gross tonnage of such vessels which could be launched during a year, working at full capacity), if such a statement is practicable.
3. Approximate capital invested, if disposed to state it.

The Navy Department has furnished a statement of naval vessels (tonnage is displacement) under construction in private shipyards, and a similar statement has been furnished by the War Department, the Bureau of Light-Houses, and the Isthmian Canal Commission.

A. Merchant and government construction.

NEW YORK SHIPBUILDING COMPANY, CAMDEN, N. J.

Builder's number.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		<i>Knots.</i>			
No. 105	800		Pennsylvania R. R. Co.	Ferry	Aug., 1910.
No. 106	800		do.	do.	Sept., 1910.
No. 107	500		New York Engineer Co.	Dredge	July, 1910.
No. 108	3,500	14	Merchant and Miners Transportation Co.	Coastwise	Jan., 1911.
No. 109	3,500	14	do.	do.	Feb., 1911.

WAR VESSELS.

Name of vessel.	Displacement.	Speed.	Type.	Contract price.	Contract date of completion.
	<i>Tons.</i>	<i>Knots.</i>			
Utah	21,825	20 $\frac{1}{2}$	Battle ship	\$3,940,000	July, 1911.
Arkansas	26,000	20 $\frac{1}{2}$	do.	4,875,000	May, 1912.
Unnamed for Argentina	28,000	do.	do.		
McCall	742	29 $\frac{1}{2}$	Torpedo-boat destroyer	665,000	Oct., 1910.
Burrows	742	29 $\frac{1}{2}$	do.	665,000	Do.
Ammen	742	29 $\frac{1}{2}$	do.	648,000	Apr., 1911.

A. Merchant and government construction--Continued.

FORE RIVER SHIPBUILDING COMPANY, QUINCY, MASS.

Name of vessel or builder's number.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		<i>Knots.</i>			
Currier.....	4,500	10	Cuba Distilling Co.....	Freight.....	Sept., 1910.
Foam.....	250	10½	Bay State Fishing Co.....	Fishing trawler.	Do.
Hull 192.....	800	13	New Bedford-Martha Vine- yard Steamboat Co.	Passenger..	Jan., 1911.

WAR VESSELS

Name of vessel.	Displace- ment	Speed.	Type.	Contract price	Contract date of completion.
	<i>Tons</i>	<i>Knots.</i>			
Perkins.....	742	29½	Torpedo-boat destroyer.....	\$610,000	Sept., 1910.
Sterett.....	742	29½	do.....	610,000	Oct., 1910.
Walke.....	742	29½	do.....	644,000	June, 1911.
Salmon <i>a</i>			Submarine torpedo boat.....		Dec., 1909.
Skipjack <i>a</i>			do.....		Aug., 1911.
Sturgeon <i>a</i>			do.....		Do.
No. 187 <i>b</i>	30,200	22½	Battle ship.....		Apr., 1911.

WILLIAM CRAMP & SONS SHIP AND ENGINE BUILDING COMPANY, PHILADELPHIA, PA.

Name of vessel or builder's number.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		<i>Knots</i>			
No. 367.....			New York Dock Co.....	Car float.....	July, 1910.
No. 368.....			do.....	do.....	Do.
Brooklyn.....			do.....	Tug.....	Sept., 1910.
No. 370.....			Pennsylvania R R Co.....	Car float.....	July, 1910.
No. 371.....			do.....	do.....	Aug., 1910.
No. 372.....			do.....	do.....	Do.
No. 373.....			do.....	do.....	Do.
No. 374.....			do.....	do.....	Nov., 1910.
No. 375.....			do.....	do.....	Do.

WAR VESSELS.

Name of vessel.	Displace- ment.	Speed.	Type.	Contract price.	Contract date of completion.
	<i>Tons.</i>	<i>Knots.</i>			
Wyoming.....	26,000	20½	Battle ship.....	\$4,450,000	June, 1912.
Warrington.....	742	30	Torpedo-boat destroyer.....	664,000	Oct., 1910.
Mayrant.....	742	30	do.....	644,000	Do.
Patterson.....	742	29½	do.....	637,000	June, 1911.
Thrasher <i>a</i>			Submarine torpedo boat.....		Oct., 1911.
Cyclops.....	19,360	14	Collier.....	822,500	Oct., 1910.

a Data confidential.*b* For Argentina.

A Merchant and government construction—(continued).

NEWPORT NEWS SHIPBUILDING AND DRY DOCK COMPANY, NEWPORT NEWS, VA.

Name of vessel or builder's number	Gross tonnage	Speed.	Owner.	Trade.	Probable date of launch.
		<i>Knots.</i>			
El Sol.....	5,760	15½	Southern Pacific Co.	Freight....	May, 1910.
El Mundo.....	5,760	15½	do.....	do.....	June, 1910.
El Oriente.....	5,760	15½	do.....	do.....	Aug., 1910
El Occidente.....	5,760	15½	do.....	do.....	Do.
Ituth.....	3,150	9	A H Bull & Co.....	do.....	June, 1910.
Madison.....	3,800	15½	Old Dominion S. S. Co..	Passenger and freight.	Sept., 1910.
Hull 141.....	5,200	11	Associated Oil Co.....	Bulk oil.	

WAR VESSELS.

Name of vessel or builder's number.	Displace- ment.	Speed.	Type	Contract price.	Contract date of completion.
	<i>Tons</i>	<i>Knots.</i>			
Roe.....	742	20½	Torpedo-boat destroyer...	\$620,000	Oct., 1910.
Terry.....	742	20½	do.....	620,000	Do.
Monaghan.....	742	20½	do.....	629,000	June, 1911.
Tuna ^a.....	.....	.....	Submarine torpedo boat...	.....	Aug., 1911.
Seale.....	.....	.....	do.....	.....	May, 1910.

ISTHMIAN CANAL COMMISSION

Hull 137.....	.....	.....	Barge.....	.....	.....
Hull 138.....	.....	.....	do.....	.....	.....
Hull 139.....	.....	.....	do.....	.....	.....
Hull 140.....	.....	.....	do.....	.....	.....

MARYLAND STEEL COMPANY, SPARROW POINT, MD

Name of vessel or builder's number.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		<i>Knots.</i>			
Georgian.....	6,606	11	American-Hawaiian S S Co.	Freight....	June, 1910.
Horobolan.....	6,606	11	do.....	do.....	Aug., 1910.
No. 109.....	2,200	16	Chesapeake S. S. Co.....	Passenger and freight.	Nov., 1910.
No. 110.....	2,200	16	do.....	do.....	Dec., 1910.
No. 111.....	250	.....	Ellicott Machine Co.....	Dredge....	Nov., 1910.

WAR VESSELS.

Builder's number.	Displace- ment.	Speed.	Type	Contract price.	Contract date of completion.
	<i>Tons</i>	<i>Knots</i>			
No. 8.....	19,375	14	Collier.....	\$889,000	May, 1911.

^a Data confidential

A. Merchant and government construction—Continued.

PUSEY & JONES COMPANY, WILMINGTON, DEL.

Name of vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		<i>Knots.</i>			
Alacritty.....	102	17	Wm. A. Bradford.....	Yacht.....	Launched.
Joyeuse.....	87	10	Henry W. Savage.....	do.....	Do.
P. R. R. No. 35.....	300	10	Pennsylvania R. R. Co.....	Towing.....	Oct., 1910.

ISTHMIAN CANAL COMMISSION.

Name of vessel.	Displacement.	Speed.	Type.	Contract price.	Probable date of completion.
	<i>Tons.</i>	<i>Knots.</i>			
Miraflores.....	355	10	Tug.....	\$85,734	Aug., 1910.

TITE MORAN COMPANY, SEATTLE, WASH.

Name of vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		<i>Knots.</i>			
Latouche.....	1,838	.....	Alaska S. S. Co.....	Freight and passenger.	Aug., 1910.
Kulshan.....	880	13	Straits S. S. Co.....	Passenger.....	July, 1910.

WAR VESSELS.

Name of vessel.	Displacement.	Speed.	Type.	Contract price.	Probable date of completion.
	<i>Tons</i>	<i>Knots.</i>			
Pickrel ^a.....	.....	.....	Submarine torpedo boat.....	.....	Aug., 1911
Skato ^a.....	.....	.....	do.....	.....	Do.

UNION IRON WORKS, SAN FRANCISCO, CAL.

Name of vessel.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
		<i>Knots.</i>			
San Pedro.....	1,800	14½	Atchison, Topeka and Santa Fe R. R. Co.	Ferry.....	Dec., 1910.

WAR VESSELS.

Name of vessel.	Displacement.	Speed.	Type.	Contract price.	Probable date of completion.
	<i>Tons.</i>	<i>Knots.</i>			
Carp ^a.....	.....	.....	Submarine torpedo boat.....	.....	June, 1911.
Barracuda ^a.....	.....	.....	do.....	.....	Do.

^a Data confidential.

A. Merchant and government construction—Continued.

AMERICAN BRIDGE COMPANY, PITTSBURG, PA.

Builder's number.	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
No. B 6200.....	5,500	<i>Knots.</i>	American Steel and Wire Co.	10 barges...	(a)
No. C 6432.....	100	.....	Rogers Sund Co.	Barge...	
No. C 8387.....	10	.....	U. S. Steel Products Export Co.	.....do.....	

ENGINEER DEPARTMENT, U. S. ARMY.

Builder's number.	Displacement	Speed.	Type.	Contract price.	Contract date of completion.
No B 6003.....	<i>Tons.</i> 440	<i>Knots.</i>	4 barges.....	\$37,000	July, 1910.

B. Merchant construction only.

T. S. MARVEL SHIPBUILDING COMPANY, NEWBURGH, N. Y.

Name of vessel or builder's number.	Gross tonnage	Speed.	Owner.	Trade.	Probable date of launch.
Dutchess.....	500	<i>Knots.</i> 12	Newburgh and Fishkill Ferry Co.	Ferry.....	Launched.
Utica.....	1,400	12	New York Central and Hudson River R. R. Co.	.....do.....	Do.
Horicon.....	1,000	17	Delaware and Hudson R. R. Co.	Passenger.....	Sept., 1910.
Clermont.....	1,450	17	Catskill Steamboat Co.....	.....do.....	Nov., 1910.

BUFFALO DRY DOCK COMPANY, BUFFALO, N. Y.

West Shore.....	Pickands, Mather & Co.....	Towing.....	June, 1910.
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JOHN H. DIALOGUE & SON, CAMDEN, N. J.

No. 433.....	230	12	New York Central and Hudson River R. R. Co.	Towing.....	July, 1910.
No. 435.....	120	10	Hainesport Mining Co.....	.....do.....	Aug., 1910.

BURLEE DRY DOCK COMPANY, PORT RICHMOND, N. Y.

Hull 490.....	256	14	Stock.....	Tug.....	Launched. Do. July, 1910.
P. R. R., No. 11.....	230	12	Pennsylvania R. R. Co.....	.....do.....	
P. R. R., No. 34.....	230	12	.....do.....	.....do.....	
Hull 525.....	40	10	Standard Oil Co.....	Oil launch.....	Do
Hull 527.....	350	.....	.....do.....	Oil barge.....	Do
Hull 528.....	350	.....	.....do.....	.....do.....	Aug., 1910.
Hull 529.....	350	.....	.....do.....	.....do.....	Sept., 1910.
Hull 530.....	312	14	Lehigh R. R. Co.....	Tug.....	Ferry.....
Hull 532.....	765	15	Pennsylvania R. R. Co.....	Ferry.....	

a To be shipped in knocked-down shape.

B. Merchant construction only—Continued.

AMERICAN SHIPBUILDING COMPANY, CLEVELAND, OHIO.

Name of vessel or builder's number	Gross tonnage.	Speed.	Owner.	Trade.	Probable date of launch.
E. C. Dempsey.....	103	<i>Knots.</i> 11	Kelley Island Liner and Transport Co	Tug.....	July, 1910.
No. 460.....	2,514	11	Marquette and Bessemer Dock and Navigation Co.	Ferry.....	Sept., 1911.

AMERICAN SHIPBUILDING COMPANY, LORAIN, OHIO.

Cincinnati.....	47	8½	Booth Fisheries Co.....	Fish tug.....	Launched.
Louisville.....	47	8½	do.....	do.....	Do
Nashville.....	47	8½	do.....	do.....	Do
Chattanooga.....	47	8½	do.....	do.....	Do
Torrent.....	275	12	Duluth and Iron Range R. R. Co.	Fire tug...	Do.
Moreland.....	7,521	11	Interstate S. S. Co.....	Freight.....	July, 1910.

DUBUQUE BOAT AND BOILER WORKS, DUBUQUE, IOWA.

Frisco.....	1,104	15	Frisco System.....	Ferry.....	July, 1910.
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JOHNSON BROTHERS, FERRYSBURG, MICH.

No. 45.....	48	12	Schneidewind & Son.....	Fishing.....	Sept., 1910.
No. 46.....	98	12	Great Lakes Dredge and Dock Co.	Towing.....	Oct., 1910.

TOLEDO SHIPBUILDING COMPANY, TOLEDO, OHIO.

Ste. Claire.....	870	13	Detroit, Belle Isle and Windsor Ferry Co.	Passenger.....	Launched.
Erwin S. Fisher.....	1,184	10	Argo S. S. Co.....	Lumber.....	Do
No. 118.....		11	Ann Arbor R. R. Co.....	Ferry.....	Nov., 1910.

HARLAN & HOLLINGSWORTH CORPORATION, WILMINGTON, DEL.

Paulus.....	122		Delaware River Lightering Co.	Oil barge.....	Aug., 1910.
No. 1.....	745		Lehigh Valley R. R. Co.....	Car float.....	Do
No. 2.....	745		do.....	do.....	Sept., 1910.
Newburgh.....	1,870	15½	Central Hudson Steamboat Co.	Passenger and freight.	Nov., 1910.
Northland.....	2,050	15½	Washington and Norfolk Steamboat Co.	do.....	Oct., 1910.

BENJAMIN L COWLES, BUFFALO, N. Y.

No. 3.....	487	7	Benjamin L. Cowles.....	Sand.....	Aug., 1910.
No. 9.....	67	10	do.....	Tug.....	Nov., 1910.

MANITOWOC DRY DOCK COMPANY, MANITOWOC, WIS.

Hull No. 38.....	525	8½	Lake Sand Co.....	Sand.....	Sept., 1910.
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B. *Merchant construction only*—Continued.

JOHNSON IRON WORKS, LIMITED, NEW ORLEANS, LA.

Name of vessel or builder's number.	Gross tonnage.	Speed.	Owner.	Trade	Probable date of launch.
No. 86.....	212	<i>Knots.</i>	Atchafalaya and Lafourche Levee Board.	Dredge.....	Aug., 1910.
No. 87.....	112	.....	Southern Pacific S. S. Co....	River.....	Do.
No. 88.....	67	7	Valenzuela Sons Co .....	.....do.....	Sept., 1910.

DETROIT SHIPBUILDING COMPANY, DETROIT, MICH.

Allegheny.....	3,898	14	Erie and Western Transportation Co.	Freight.....	July, 1910.
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GREAT LAKES ENGINEERING WORKS, DETROIT, MICH.

William J. Olcott.....	7,250	10	Pittsburg S. S. Co.....	Ore.....	July, 1910.
William B. Dickson...	7,250	10	..do.....	..do.....	Aug., 1910.
William P. Palmer.....	7,350	10	..do.....	..do.....	Do.
Theodore H. Wickwire, jr.	6,200	10	Borland & Cornelius.....	..do.....	June, 1910.
Willis L. King.....	7,250	10	Jones & Laughlin.....	..do.....	Jan., 1911.

WILLAMETTE IRON AND STEEL WORKS, PORTLAND, OREG.

No. 16.....	.....	.....	Columbia Contract Co.....	Rock.....	Aug., 1910.
No. 17.....	.....	.....	..do.....	..do.....	Do.
No. 18.....	.....	.....	St. Helms Quarry Co.....	..do.....	Do.
No. 19.....	.....	.....	.....	Freight and oil.	Sept., 1910.
No. 20.....	.....	.....	.....	..do.....	Oct., 1910.

C. *Government construction only.*

BATH IRONWORKS, BATH, ME. (WAR VESSELS.)

Name of vessel or builder's number	Displacement.	Speed.	Type.	Contract price	Contract date of completion.
	<i>Tons.</i>	<i>Knots</i>			
Paulding.....	742	29½	Torpedo-boat destroyer.....	\$644,000	Sept., 1910.
Drayton.....	742	29½	..do.....	644,000	Do.
Trippe.....	712	29½	..do.....	659,500	June, 1911.

E. J. HOWARD, JEFFERSONVILLE, IND. (FOR ENGINEER DEPARTMENT, U. S. ARMY.)

Plaquemine.....	210	10	Towing.....	\$38,700	July, 1910.
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THE RACINE BOAT MANUFACTURING COMPANY, MUSKEGON, MICH. (FOR BUREAU OF LIGHT-HOUSES.)

No. 94.....	660	.....	Light-vessel.....	\$96,500	Sept., 1910.
No. 95.....	312	.....	..do.....	67,015	July, 1911.
Camellia.....	229	.....	Light-house tenders.....	53,350	Nov., 1910.

UNDER CONSTRUCTION BY THE GOVERNMENT IN NAVY-YARDS.

Place of construction and name.	Displacement.	Speed.	Type.	Limit of cost.
	<i>Tons.</i>	<i>Knots.</i>		
At New York: Florida.....	21,825	20½	Battle ship...	\$6,000,000

3. PRICE PER TON OF 2,240 POUNDS OF STEEL SHIP PLATES IN UNITED STATES AND GREAT BRITAIN.

Following are the market prices of steel ship plates in the United States and Great Britain. The prices for the United States are supplied by the Carnegie Steel Company, and are free on board at Pittsburg. The British prices are from the Middlesborough market quotations:

Month.	United States.	Great Britain.	Month.	United States	Great Britain.
1900.			1905—Continued.		
October.....	\$24.64	\$38.88	October.....	\$35.84	\$30.80
November.....	28.00	34.06	November.....	35.84	33.17
December.....	30.24	40.09	December.....	35.84	33.17
1901.			1906.		
January.....	31.36	32.80	January.....	35.84	33.17
February.....	31.36	32.80	February.....	35.84	33.17
March.....	33.15	32.80	March.....	35.84	33.17
April.....	35.84	29.16	April.....	35.84	33.17
May.....	35.84	29.10	May.....	35.84	33.17
June.....	35.84	27.94	June.....	35.84	33.17
July.....	35.84	29.16	July.....	35.84	33.17
August.....	35.84	30.38	August.....	35.84	33.17
September.....	35.84	30.38	September.....	35.84	34.02
October.....	35.84	37.10	October.....	35.84	34.02
November.....	35.84	37.71	November.....	35.84	34.02
December.....	35.84	38.93	December.....	35.84	35.24
1902.			1907.		
January.....	35.84	27.37	January.....	38.08	36.45
February.....	35.84	27.37	February.....	38.08	36.45
March.....	35.84	27.98	March.....	38.08	36.45
April.....	35.84	27.98	April.....	38.08	36.45
May.....	35.84	27.98	May.....	38.08	36.45
June.....	35.84	28.59	June.....	38.08	36.45
July.....	35.84	27.98	July.....	38.08	36.45
August.....	35.84	27.98	August.....	38.08	36.45
September.....	35.84	27.98	September.....	38.08	36.50
October.....	35.84	27.95	October.....	38.08	36.50
November.....	35.84	27.95	November.....	38.08	34.07
December.....	35.84	31.60	December.....	38.08	34.07
1903.			1908.		
January.....	35.84	30.37	January.....	38.08	31.63
February.....	35.84	26.73	February.....	38.08	31.63
March.....	35.84	29.10	March.....	38.08	30.41
April.....	35.84	29.16	April.....	38.08	30.41
May.....	35.84	29.16	May.....	38.08	30.41
June.....	35.84	29.16	June.....	36.50	29.20
July.....	35.84	27.98	July.....	35.84	29.20
August.....	35.84	27.37	August.....	35.84	29.20
September.....	35.84	27.37	September.....	35.84	29.20
October.....	35.84	27.22	October.....	35.84	29.20
November.....	35.84	26.76	November.....	35.84	29.20
December.....	35.84	26.76	December.....	35.84	29.20
1904.			1909.		
January.....	35.84	26.15	January.....	35.84	29.20
February.....	35.84	27.37	February.....	32.48	29.20
March.....	35.84	27.37	March.....	29.12	29.20
April.....	35.84	27.37	April.....	28.07	29.20
May.....	35.84	27.37	May.....	28.22	27.98
June.....	35.84	26.75	June.....	29.12	27.98
July.....	35.84	26.75	July.....	30.02	27.98
August.....	35.84	26.75	August.....	31.36	29.20
September.....	31.36	26.75	September.....	32.93	29.20
October.....	31.36	27.33	October.....	33.60	29.20
November.....	31.36	27.33	November.....	34.34	29.20
December.....	32.37	27.93	December.....	34.72	29.20
1905.			1910.		
January.....	33.60	27.93	January.....	34.72	30.41
February.....	35.35	28.53	February.....	34.72	30.41
March.....	35.84	28.53	March.....	34.72	31.63
April.....	35.84	28.53	April.....	34.72	31.63
May.....	35.84	28.53	May.....	34.72	31.63
June.....	35.84	28.53	June.....	33.88	31.63
July.....	35.84	28.53	July.....	31.64	31.63
August.....	35.84	28.53	August.....	31.36	31.63
September.....	35.84	29.20			

APPENDIX F.

THE WORLD'S TONNAGE, MOTIVE POWER, AND MATERIALS OF CONSTRUCTION

The following tables give the latest information available as to the tonnage of the merchant marine of the world:

Table 1 is a compilation from the annual report of the British Board of Trade, dated July, 1910. The figures are based on the official figures (some gross, some net) of the various governments. It shows the tonnage of principal nations, and tonnage added annually for a term of years.

Tables 2 and 3 are from the annual volumes of the great classification societies—Lloyd's and the Bureau Veritas. The minimum tonnage recognized by these societies is considerably higher than the legal basis of official returns of any government. Neither society takes any cognizance in its statistics of steam vessels of less than 100 tons. Gross and net tonnage are stated by both, and comparison of Table 1 with Tables 2 or 3 will indicate where net tonnage is employed in Table 1. Both societies consider only net tonnage in the case of sailing vessels, Lloyd's taking cognizance of those over 100 net tons, the Bureau Veritas of those over 50 tons. The gross tonnage of sailing vessels generally is only about 5 per cent greater than their net tonnage. The promptitude of these large private companies brings their figures down to a much more recent date than government reports. The volume of the *Répertoire Général*, published by the Bureau Veritas, is dated September, 1910; the current volume of Lloyd's Register, July 1, 1910.

Table 4 is compiled from Lloyd's Register for 1910-11 and ten recent years, and shows the motive power and chief materials of construction of the world's merchant navies as recorded by Lloyd's. The increase of gross tonnage with the nearly stationary number of vessels gives a rough measure of the increasing size of vessels due to the increasing use of steel. The steady increase in number of steam vessels and marked increase in their tonnage with a decrease in both number and tonnage of sailing vessels will be noted. The wooden steam tonnage is decreasing; wooden sailing tonnage shows a decrease of less than two-thirds. Iron vessels, both for steam and sail, show a steady decrease, iron no longer being used, while steel sailing vessels are over five times in excess of those of 1890, and steam tonnage of steel has increased from about 4,000,000 tons in 1890 to over 33,000,000 tons in 1910. Like figures for Great Britain, the British colonies, France, Germany, and Japan have been compiled from Lloyd's.

Table 5 gives the total tonnage tables of the Bureau Veritas for a period of years, with a table of potential tonnage, obtained by the Bureau of Navigation by multiplying the steam net tonnage by 4 and adding to it the sailing tonnage, the ratio of 4 to 1 being the present measure of the efficiency of steam tonnage compared with sail tonnage. In an estimate of the carrying power of the world's ocean tonnage it is necessary to take cognizance of the factor of efficiency.

Table 6 shows the vessels of over 100 tons built during each of eleven recent years, according to returns received by Lloyd's.

Table 7 contains the essential parts of Lloyd's annual summary of shipbuilding returns for the calendar year 1909.

Table 8 gives Lloyd's report of the world's construction in progress on September 30, 1910.

Table 9 gives Lloyd's report of vessels lost or broken up during 1909, with the causes of loss.

THE WORLD'S MERCHANT MARINE

1. WORLD'S TONNAGE, BASED ON OFFICIAL RETURNS, 1850-1908 (FROM RETURN ON PROGRESS OF BRITISH SHIPPING FOR 1910).

[There is no uniformity in these returns, some nations testing statistics on gross, but the majority on net tonnage. The minimum tonnage recognized by the laws of each nation is stated.]

Country and class.	1850.	1860.	1870.	1880.	1890.	1900.	1905.	1908.
Russia (25 tons and upward):								
Sail.....	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Steam.....				378,894	269,460	223,817	257,710	
				88,990	364,361	382,275	443,243	
Total.....				467,884	633,821	606,122	700,959	
Finland (all tonnages):								
Sail.....				276,877	287,154	301,348	314,556	
Steam.....				11,431	53,561	59,509	68,619	
Total.....				288,308	340,715	360,857	383,205	
Norway (4 tons and upward):								
Sail.....			1,008,800	1,400,596	1,502,594	1,002,675	813,864	718,933
Steam.....			13,715	58,062	203,115	505,443	668,230	850,713
Total.....	298,315	558,927	1,022,515	1,518,658	1,705,699	1,508,118	1,482,094	1,569,646
Sweden (10 tons and upward):								
Sail.....				461,593	309,080	288,687	263,425	171,875
Steam.....				81,049	141,207	325,105	159,664	439,185
Total.....			346,862	542,642	510,947	613,792	723,089	611,060
Denmark (4 tons and upward):								
Sail.....			168,193	197,509	189,409	158,303	140,310	136,120
Steam.....			10,453	51,957	112,788	250,137	334,124	405,028
Total.....			178,646	249,466	302,194	408,440	483,434	541,148
Germany (17.50 tons and upward):								
Sail.....			900,361	965,767	709,761	593,770	553,817	522,445
Steam.....			81,994	215,758	723,652	1,347,875	1,915,475	2,302,959
Total.....			982,355	1,181,525	1,433,413	1,941,645	2,469,292	2,825,404
Holland (40 tons and upward):								
Sail.....	250,870	423,790	370,159	263,887	127,200	78,493	54,417	44,170
Steam.....	2,706	10,132	19,455	61,394	128,511	268,430	350,890	414,134
Total.....	292,576	433,922	389,614	325,281	255,711	346,923	411,307	458,304
Belgium (50 tons and upward):								
Sail.....	33,315	28,857	20,648	10,442	4,393	741	2,844	3,038
Steam.....	1,604	4,264	9,501	65,224	71,553	112,518	96,889	149,287
Total.....	34,919	33,121	30,149	75,666	75,946	113,259	99,733	152,325
France (2 tons and upward):								
Sail.....	674,228	628,000	917,633	641,539	444,092	510,175	676,193	648,211
Steam.....	13,925	68,025	154,415	277,750	499,921	627,551	711,027	804,284
Total.....	688,153	696,024	1,072,048	919,289	944,013	1,137,726	1,387,220	1,452,495
Portugal (15 tons and upward):								
Sail.....						57,925	43,126	37,588
Steam.....						51,500	58,077	42,121
Total.....						109,425	101,203	79,709

1. WORLD'S TONNAGE, BASED ON OFFICIAL RETURNS, 1850-1908 (FROM RETURN ON PROGRESS OF BRITISH SHIPPING FOR 1910)—Continued.

Country and class.	1850.	1860.	1870.	1880.	1890.	1900.	1905.	1908.
Spain (50 tons and upward):								
Sail.....	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Steam.....				326, 138	210, 247	95, 187	58, 201	55, 163
				233, 695	407, 035	679, 392	685, 680	687, 855
Total.....				560, 133	618, 182	774, 579	743, 881	743, 018
Italy (2 tons and upward).								
Sail.....			980, 064	922, 146	634, 149	568, 164	541, 171	453, 321
Steam.....			32, 100	77, 050	180, 567	376, 844	481, 432	566, 738
Total.....			1, 012, 164	999, 196	820, 716	945, 008	1, 025, 603	1, 020, 062
Austria-Hungary:								
Sail.....			270, 400	228, 228	109, 080	25, 342	11, 264	49, 328
Steam.....			49, 977	62, 743	94, 234	239, 321	353, 912	447, 786
Total a.....			320, 377	290, 971	204, 214	264, 666	365, 176	497, 114
Greece:								
Sail.....			398, 703	.....	226, 702	175, 867	177, 271	146, 280
Steam.....			5, 360	.....	44, 684	143, 436	221, 112	291, 651
Total.....		263, 075	404, 063	.....	271, 386	319, 303	398, 383	440, 931
China:								
Sail.....					11, 801	20, 541	19, 561	.....
Steam.....				21, 694	20, 706	18, 215	45, 617	.....
Total.....				21, 694	41, 507	38, 756	65, 178	.....
Japan:								
Sail.....				48, 094	52, 880	320, 572	334, 684	383, 455
Steam.....				41, 215	93, 612	543, 366	938, 783	1, 160, 372
Total.....				89, 309	146, 492	863, 938	1, 273, 467	1, 543, 827
United Kingdom:								
Sail.....	3, 396, 650	4, 204, 360	4, 577, 853	3, 851, 045	2, 936, 021	2, 096, 498	1, 670, 766	1, 402, 781
Steam.....	168, 474	454, 327	1, 112, 934	2, 723, 168	5, 042, 517	7, 207, 610	9, 064, 816	10, 138, 613
Total.....	3, 565, 124	4, 658, 687	5, 690, 787	6, 574, 213	7, 978, 538	9, 304, 108	10, 735, 582	11, 541, 394

a Excluding small coasting vessels and fishing boats.

2. NUMBER AND NET AND GROSS TONNAGE OF STEAM AND SAILING VESSELS AS
RECORDED BY THE BUREAU VERITAS FOR 1910-11.

The following table shows the number and gross and net tonnage of steamers of 100 gross tons and over and number and net tonnage of sailing vessels of 50 net tons and over, as given in the Répertoire Général of the Bureau Veritas for 1910-11.

Flag.	Steamers of 100 tons and upward.			Sailing vessels of 50 tons and upward.		Total.	
	Number.	Gross tons.	Net tons.	Number.	Net tons.	Number.	Tonnage.
British.....	6,503	17,500,724	10,852,398	4,703	1,306,843	11,206	18,873,567
German.....	1,372	3,804,824	2,480,811	979	441,881	2,351	4,306,705
American.....	921	1,891,552	1,265,156	3,465	1,357,789	4,386	3,249,341
French.....	609	1,416,096	826,869	1,155	482,848	1,764	1,898,944
Norwegian.....	1,099	1,396,151	857,269	1,110	608,010	2,215	2,004,161
Japanese.....	623	1,108,843	745,417	1,350	173,142	1,979	1,281,985
Italian.....	405	971,005	583,367	1,238	379,234	1,643	1,350,239
Dutch.....	380	970,906	611,343	603	75,338	989	1,046,244
Russian.....	577	819,897	499,480	3,264	546,185	3,841	1,366,082
Swedish.....	823	786,751	556,232	1,206	202,893	2,119	989,644
Austrian.....	294	755,639	475,131	107	9,656	401	765,295
Spanish.....	409	740,310	461,459	356	49,897	765	790,207
Danish.....	448	643,695	396,562	714	98,493	1,162	742,188
Greek.....	269	494,255	299,353	804	145,286	1,073	639,541
Belgian.....	123	291,779	192,240	11	4,995	134	206,774
Brazilian.....	218	120,215	129,211	290	60,728	508	270,943
Argentinian.....	130	128,535	78,007	183	57,263	313	185,798
Chilean.....	69	107,325	68,788	90	52,874	159	160,199
Turkish.....	101	105,392	65,732	959	205,481	1,060	310,873
Chinese.....	59	90,259	57,333	1	236	60	90,495
Portuguese.....	46	69,880	43,646	254	43,647	299	113,527
Cuban.....	36	50,431	31,996	117	11,770	153	62,201
Uruguayan.....	27	38,421	23,855	62	27,178	89	65,599
Roumanian.....	14	34,409	18,512	21	3,730	35	38,139
Mexican.....	30	26,457	16,543	50	8,712	80	35,169
Peruvian.....	9	20,533	12,673	60	31,453	69	51,986
Siamese.....	11	12,607	7,792	2	353	13	12,960
Bulgarian.....	5	4,561	2,776	3	402	8	4,963
Sarawak.....	4	3,653	2,245	.....	.....	4	3,653
Venezuelan.....	6	3,432	1,891	15	2,432	21	5,864
Haitian.....	5	2,352	1,410	8	1,392	13	3,744
Korean.....	3	2,172	1,728	.....	.....	3	2,172
Honduranian.....	1	1,543	1,010	3	363	4	1,906
Panamanian.....	2	1,397	802	1	361	3	1,758
Egyptian.....	1	996	754	7	1,901	8	2,897
Zanzibar.....	2	961	478	.....	.....	2	961
Colombian.....	1	881	457	4	1,121	5	2,002
Nicaraguan.....	1	751	112	6	4,029	7	4,780
Tunisian.....	1	599	304	3	252	4	761
Servian.....	1	204	112	.....	.....	1	204
Montenegrin.....	.....	.....	.....	22	5,030	22	5,030
Dominican.....	.....	.....	.....	11	1,541	11	1,541
Guatemalan.....	.....	.....	.....	3	758	3	758
Liberian.....	.....	.....	.....	2	686	2	686
Bolivian.....	.....	.....	.....	1	606	1	606
Costa Rican.....	.....	.....	.....	2	551	2	551
Salvadorean.....	.....	.....	.....	2	320	2	320
Ecuadorian.....	.....	.....	.....	1	257	1	257
Monacan.....	.....	.....	.....	1	211	1	211
Persian.....	.....	.....	.....	1	107	1	107
Unknown.....	9	12,503	8,238	10	3,967	19	16,470
Total.....	15,652	34,648,806	21,680,092	23,362	6,412,211	39,014	41,061,077

3. NUMBER AND NET AND GROSS TONNAGE OF STEAM AND SAILING VESSELS OF OVER 100 TONS, OF THE SEVERAL COUNTRIES OF THE WORLD, AS RECORDED IN LLOYD'S REGISTER FOR 1910-11.

Flag	Steam			Sail		Total	
	Number.	Net tons	Gross tons.	Number.	Net tons.	Number.	Tonnage.
British:							
United Kingdom.....	8,480	10,203,642	16,787,083	957	748,796	9,437	17,516,479
Colonies.....	1,377	756,887	1,291,354	701	204,461	2,078	1,495,815
Total.....	9,837	10,960,529	18,058,037	1,658	953,257	11,495	19,012,294
American (United States):							
Sea.....	1,073	1,071,645	1,641,919	1,701	1,119,686	2,774	2,701,605
Lake.....	563	1,623,350	2,116,769	43	109,850	606	2,256,619
Philippine Islands.....	76	23,900	38,326	13	2,128	89	40,454
Total.....	1,712	2,718,895	3,827,014	1,757	1,231,664	3,469	5,058,078
Argentine.....	195	82,635	139,705	72	23,716	267	163,421
Austro-Hungarian.....	365	485,954	777,720	4	1,900	369	779,020
Belgian.....	159	194,336	295,913	6	3,725	165	299,638
Brazilian.....	313	143,204	233,358	70	18,405	383	251,763
Chilean.....	68	73,076	114,887	41	36,331	139	151,218
Chinese.....	68	58,024	90,420	6	1,035	68	90,420
Cuban.....	54	36,138	68,410	6	1,035	60	69,445
Danish.....	553	393,564	671,828	310	64,734	863	736,562
Dutch.....	532	607,822	983,049	96	32,144	628	1,015,193
French.....	875	836,386	1,448,172	590	434,108	1,465	1,882,280
German.....	1,822	2,416,459	3,959,318	356	373,868	2,178	4,333,186
Greek.....	298	312,798	499,184	110	28,397	408	527,581
Haitian.....	5	2,017	3,387	.....	.....	5	3,387
Italian.....	450	598,204	987,559	630	333,004	1,080	1,320,653
Japanese.....	846	726,761	1,146,977	5	2,245	851	1,149,222
Mexican.....	41	17,480	28,737	16	3,878	57	32,015
Norwegian.....	1,312	859,628	1,422,006	753	592,627	2,065	2,014,533
Peruvian.....	13	5,364	10,581	44	21,006	57	31,587
Portuguese.....	77	48,853	79,109	113	31,074	190	110,183
Romanian.....	22	16,690	31,688	1	255	23	31,973
Russian.....	642	402,616	690,528	599	196,797	1,241	887,325
Sarawak.....	6	2,426	4,073	.....	.....	6	4,073
Siamese.....	11	7,792	12,607	.....	.....	11	12,607
Spanish.....	511	459,553	746,718	68	18,712	579	705,400
Swedish.....	964	464,463	782,508	508	135,571	1,472	915,079
Turkish.....	142	60,438	112,206	190	63,663	332	175,869
Uruguayan.....	36	30,321	48,711	18	14,701	54	63,112
Venezuelan.....	7	1,856	3,166	5	692	12	3,858
Other countries: Bulgaria, Colombia, Costa Rica, Ec- uador, Egypt, Honduras, Liberia, Nicaragua, Oman, Panama, Persia, Salvador, Samoa, Zanzibar, etc.....	42	12,840	22,080	24	7,151	66	29,281
Total.....	22,008	23,046,122	37,200,695	8,050	4,624,070	30,058	41,914,765

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE.

[Recorded in Lloyd's, 100 tons or over.]

THE WORLD.

Year	Total vessels.		Steam			Sail.	
	Number.	Tons.	Number	Gross tons	Net tons.	Number.	Net tons.
1890.....	32,298	22,151,651	11,108	12,985,372	8,295,514	21,190	9,166,279
1895.....	30,308	25,107,032	13,250	16,887,971	10,573,642	17,112	8,219,661
1900.....	28,422	29,043,728	15,898	22,369,358	13,850,513	12,524	6,074,370
1903.....	29,943	33,043,131	17,761	27,183,865	16,822,466	12,182	6,459,766
1904.....	29,290	34,789,189	18,467	28,632,684	17,092,141	10,823	6,166,595
1905.....	29,756	36,000,893	19,153	29,963,392	18,583,769	10,603	6,037,501
1906.....	30,094	37,654,017	19,877	31,744,904	19,712,718	10,217	5,809,113
1907.....	30,203	39,438,917	20,740	33,969,811	21,003,980	9,457	5,409,106
1908.....	30,529	40,922,842	21,550	35,723,095	22,140,010	8,979	5,199,747
1909.....	30,540	41,449,767	21,909	36,473,102	22,564,768	8,631	4,976,665
1910.....	30,058	41,419,767	22,008	37,290,695	23,040,122	8,050	4,624,070

Year.	Power	Wood.		Iron		Steel	
		Number	Tons	Number	Tons.	Number.	Tons
1890....	Steam.....	902	360,147	7,719	8,495,920	2,343	4,086,555
	Sail.....	18,024	6,693,738	1,879	2,021,593	248	348,663
	Total.....	19,826	7,053,885	9,598	10,517,513	2,591	4,435,208
1895....	Steam.....	1,007	360,911	7,099	7,432,890	4,994	9,038,000
	Sail.....	14,526	5,173,766	1,671	1,778,671	801	1,185,101
	Total.....	15,533	5,534,677	8,770	9,211,561	5,795	10,223,101
1900....	Steam.....	1,158	382,131	6,262	5,915,714	8,286	15,999,406
	Sail.....	9,970	3,627,491	1,386	1,482,388	1,082	1,509,298
	Total.....	11,128	4,009,622	7,648	7,398,102	9,368	17,508,704
1903....	Steam.....	1,260	409,495	5,791	5,248,366	10,509	21,461,489
	Sail.....	9,556	3,311,192	1,236	1,318,797	1,311	1,779,804
	Total.....	10,816	3,720,687	7,027	6,567,163	11,820	23,231,293
1904....	Steam.....	1,280	419,956	5,684	5,067,025	11,299	23,072,876
	Sail.....	8,201	3,035,654	1,195	1,280,293	1,352	1,792,974
	Total.....	9,490	3,455,610	6,879	6,347,318	12,651	24,865,850
1905....	Steam.....	1,329	435,444	5,523	4,802,400	12,095	24,648,007
	Sail.....	8,017	2,969,406	1,154	1,242,334	1,368	1,797,331
	Total.....	9,346	3,394,850	6,677	6,044,824	13,463	26,445,998
1906....	Steam.....	1,380	453,588	5,304	4,544,384	12,986	26,071,656
	Sail.....	7,712	2,818,822	1,098	1,180,476	1,347	1,775,108
	Total.....	9,092	3,272,410	6,402	5,724,860	14,333	28,446,764
1907....	Steam.....	1,380	451,536	5,120	4,323,643	14,045	29,121,610
	Sail.....	7,047	2,573,497	1,034	1,114,941	1,318	1,747,650
	Total.....	8,427	3,025,033	6,154	5,438,584	15,363	30,869,260
1908....	Steam.....	1,428	471,231	4,962	4,155,434	14,953	31,020,600
	Sail.....	6,643	2,398,661	986	1,006,030	1,296	1,705,023
	Total.....	8,071	2,869,892	5,948	5,221,464	16,249	32,725,623
1909....	Steam.....	1,440	472,820	4,792	3,959,208	15,475	31,970,380
	Sail.....	6,363	2,284,647	924	991,475	1,295	1,673,543
	Total.....	7,803	2,757,467	5,716	4,950,683	16,770	33,643,923
1910....	Steam.....	1,407	451,584	4,554	3,075,240	15,849	33,093,992
	Sail.....	5,892	2,033,274	821	873,359	1,294	1,634,708
	Total.....	7,299	2,544,858	5,375	4,548,599	17,143	34,728,700

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued

UNITED KINGDOM.

Year	Total vessels.		Steam		Sail.	
	Number.	Tons	Number.	Gross tons.	Number	Net tons
1890.....	9,167	10,241,856	5,574	7,774,644	3,593	2,467,212
1895.....	9,227	12,117,957	6,446	9,095,976	2,781	2,421,981
1900.....	8,914	13,241,446	7,020	11,513,789	1,891	1,727,687
1903.....	9,152	14,889,571	7,530	13,410,894	1,622	1,478,677
1904.....	9,236	15,391,350	7,699	13,099,218	1,537	1,392,132
1905.....	9,348	15,803,180	7,893	14,496,763	1,455	1,306,417
1906.....	9,408	16,381,850	8,083	15,207,410	1,325	1,174,440
1907.....	9,517	16,999,008	8,292	15,030,368	1,225	1,069,300
1908.....	9,542	17,318,351	8,405	16,336,809	1,137	981,482
1909.....	9,491	17,377,936	8,419	16,472,602	1,072	905,334
1910.....	9,417	17,516,479	8,460	16,767,683	957	748,796

Year.	Power.	Wood.		Iron.		Steel	
		Number	Tons	Number.	Tons	Number.	Tons.
1890	(Steam.....	117	18,346	4,042	4,996,300	1,411	2,738,214
	Sail.....	1,877	471,441	1,439	1,658,672	202	283,005
	Total.....	1,994	489,787	5,481	6,654,972	1,613	3,041,279
1895	(Steam.....	116	18,521	3,532	3,883,211	2,703	5,792,836
	Sail.....	1,105	233,703	1,145	1,332,050	500	836,395
	Total.....	1,221	252,224	4,677	5,215,267	3,203	6,629,231
1900	(Steam.....	114	18,431	2,720	2,374,011	4,171	9,119,015
	Sail.....	728	134,321	683	832,239	473	756,731
	Total.....	842	152,752	3,412	3,206,250	4,644	9,875,746
1903	(Steam.....	102	16,025	2,354	1,901,726	5,037	11,490,733
	Sail.....	613	106,666	538	655,832	464	713,752
	Total.....	715	122,691	2,922	2,557,558	5,501	12,204,485
1904	(Steam.....	101	16,183	2,249	1,735,300	5,342	12,245,235
	Sail.....	578	98,432	481	585,818	473	706,830
	Total.....	679	114,615	2,730	2,321,208	5,815	12,952,065
1905	(Steam.....	96	15,589	2,144	1,560,878	5,645	12,917,460
	Sail.....	550	92,326	429	524,299	471	688,740
	Total.....	646	107,915	2,573	2,085,177	6,116	13,606,200
1906	(Steam.....	94	14,977	1,981	1,385,352	5,999	13,803,605
	Sail.....	515	85,673	363	439,008	442	648,707
	Total.....	609	100,650	2,344	1,824,360	6,441	14,452,312
1907	(Steam.....	89	14,165	1,845	1,255,279	6,348	14,637,051
	Sail.....	484	78,263	311	372,139	425	617,846
	Total.....	573	92,428	2,156	1,627,418	6,773	15,274,897
1908	(Steam.....	84	12,746	1,736	1,146,440	6,574	15,173,664
	Sail.....	458	73,182	272	318,407	402	588,841
	Total.....	542	85,928	2,008	1,464,847	6,976	15,762,505
1909	(Steam.....	83	12,121	1,641	1,041,203	6,685	15,415,656
	Sail.....	429	68,488	246	277,396	393	558,649
	Total.....	512	80,609	1,887	1,318,599	7,078	15,974,305
1910	(Steam.....	81	12,153	1,536	900,300	6,832	15,851,495
	Sail.....	399	63,427	202	209,312	352	475,250
	Total.....	480	75,580	1,738	1,109,612	7,184	16,326,751

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

BRITISH COLONIES.

Year.	Total vessels.		Steam.		Sail.	
	Number.	Tons.	Number.	Gross tons.	Number.	Net tons
1890.....	2,904	1,365,250	829	461,210	2,075	894,040
1895.....	2,309	1,124,286	874	542,025	1,435	582,657
1900.....	1,924	1,019,808	910	635,331	1,014	384,477
1903.....	1,982	1,116,803	1,023	782,688	959	334,115
1904.....	2,014	1,189,495	1,088	867,309	926	322,186
1905.....	2,017	1,206,540	1,136	912,775	881	293,765
1906.....	2,008	1,229,246	1,178	959,338	825	269,908
1907.....	2,000	1,321,000	1,219	1,070,771	781	250,229
1908.....	2,021	1,391,186	1,275	1,162,673	746	228,513
1909.....	2,074	1,418,506	1,339	1,230,112	735	218,394
1910.....	2,078	1,495,815	1,377	1,291,354	701	204,461

Year.	Power	Wood.		Iron.		Steel.	
		Number.	Tons	Number.	Tons.	Number.	Tons
1890....	Steam.....	276	85,914	408	234,000	132	136,672
	Sail.....	1,995	837,551	65	46,309	2	1,570
	Total.....	2,271	923,465	473	280,318	134	138,242
1895....	Steam.....	278	88,414	351	216,351	229	231,756
	Sail.....	1,353	531,545	58	30,808	7	9,910
	Total.....	1,631	619,959	409	247,159	236	241,666
1900....	Steam.....	251	68,789	320	225,161	315	332,590
	Sail.....	927	326,915	50	29,989	19	17,722
	Total.....	1,178	395,704	370	255,150	334	350,312
1903....	Steam.....	286	77,925	303	208,307	411	487,963
	Sail.....	853	265,386	57	34,936	29	21,895
	Total.....	1,139	343,311	360	243,243	440	509,858
1904....	Steam.....	298	83,976	309	212,817	457	560,533
	Sail.....	815	248,980	60	39,214	32	22,614
	Total.....	1,113	332,956	369	252,031	489	583,147
1905....	Steam.....	314	87,543	300	216,266	497	598,483
	Sail.....	776	228,151	58	34,721	32	22,603
	Total.....	1,090	315,694	358	250,987	529	621,086
1906....	Steam.....	328	89,723	295	218,056	520	640,852
	Sail.....	721	203,018	54	34,117	35	24,453
	Total.....	1,049	292,741	349	252,173	564	665,366
1907....	Steam.....	326	86,402	287	206,021	582	768,330
	Sail.....	681	187,803	52	30,481	35	24,707
	Total.....	1,007	274,385	339	236,502	617	793,037
1908....	Steam.....	339	92,086	283	207,770	629	851,823
	Sail.....	653	171,546	51	31,824	31	19,077
	Total.....	992	263,632	334	239,594	660	870,900
1909....	Steam.....	351	91,876	275	198,629	689	929,235
	Sail.....	641	161,833	50	29,947	33	20,548
	Total.....	992	253,709	325	228,576	722	949,783
1910....	Steam.....	357	91,650	267	189,447	728	999,620
	Sail.....	613	149,481	46	27,356	32	21,875
	Total.....	970	241,131	313	216,803	760	1,021,498

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S
MERCHANT MARINE—Continued.

FRANCE.

Year.	Total vessels		Steam.		Sail.	
	Number.	Tons.	Number.	Gross tons.	Number.	Net tons.
1890.....	1,380	1,045,102	526	800,598	854	235,504
1895.....	1,164	1,094,752	571	903,105	593	191,647
1900.....	1,214	1,350,562	662	1,052,193	552	288,369
1903.....	1,355	1,622,016	717	1,153,761	638	468,255
1904.....	1,376	1,693,366	755	1,252,457	621	440,909
1905.....	1,497	1,728,038	764	1,260,973	733	467,065
1906.....	1,508	1,741,195	780	1,253,737	728	487,458
1907.....	1,483	1,761,783	809	1,284,368	674	477,415
1908.....	1,517	1,883,894	869	1,416,987	648	466,907
1909.....	1,509	1,893,593	884	1,445,976	625	447,617
1910.....	1,465	1,882,280	875	1,448,172	590	434,108

Year.	Power.		Wood.		* Iron.		Steel	
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
1890.....	Steam.....	5	827	421	619,692	97	188,659	
	Sail.....	783	171,620	61	56,572	5	11,000	
	Total.....	788	172,453	482	670,264	102	199,659	
1895.....	Steam.....	10	1,533	393	573,161	166	327,721	
	Sail.....	496	97,910	66	57,538	28	34,758	
	Total.....	506	99,443	459	630,703	194	362,479	
1900.....	Steam.....	11	1,619	349	483,359	301	566,651	
	Sail.....	386	66,657	56	47,328	109	184,026	
	Total.....	397	68,276	405	530,687	410	750,677	
1903.....	Steam.....	14	2,505	331	422,974	372	728,192	
	Sail.....	385	66,027	38	30,542	215	371,086	
	Total.....	399	68,022	369	453,516	587	1,099,878	
1904.....	Steam.....	16	3,219	327	417,220	411	831,540	
	Sail.....	391	65,844	28	22,287	202	352,778	
	Total.....	407	69,063	355	439,507	613	1,184,318	
1905.....	Steam.....	13	2,155	311	376,842	440	881,976	
	Sail.....	513	92,660	27	23,320	193	351,079	
	Total.....	526	94,815	338	400,168	633	1,233,055	
1906.....	Steam.....	14	2,365	294	350,616	472	900,756	
	Sail.....	512	90,398	26	22,822	190	368,238	
	Total.....	526	98,763	320	373,438	662	1,268,994	
1907.....	Steam.....	14	2,134	275	324,064	520	958,170	
	Sail.....	464	87,438	25	23,018	185	366,959	
	Total.....	478	89,572	300	347,082	705	1,325,129	
1908.....	Steam.....	17	2,736	261	307,355	591	1,106,896	
	Sail.....	444	83,356	23	22,067	181	361,484	
	Total.....	461	86,092	284	329,422	772	1,468,380	
1909.....	Steam.....	18	3,176	246	289,318	620	1,153,482	
	Sail.....	429	80,082	22	21,435	174	346,100	
	Total.....	447	83,258	268	310,753	794	1,499,582	
1910.....	Steam.....	16	2,750	229	273,735	630	1,171,687	
	Sail.....	400	72,421	18	17,918	172	343,769	
	Total.....	416	75,171	247	291,653	802	1,515,456	

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

GERMANY.

Year.	Total vessels.		Steam.		Sail.	
	Number.	Tons.	Number.	Gross tons.	Number.	Net tons.
1890.....	1,876	1,569,311	741	928,911	1,135	640,400
1895.....	1,730	1,896,812	953	1,343,357	777	543,455
1900.....	1,710	2,650,033	1,209	2,159,919	501	490,114
1903.....	1,898	3,283,247	1,425	2,794,311	473	488,836
1904.....	1,935	3,369,807	1,483	2,891,861	452	477,938
1905.....	1,996	3,664,798	1,556	3,093,702	440	471,096
1906.....	2,027	3,810,353	1,628	3,375,743	399	434,610
1907.....	2,094	4,110,562	1,713	3,705,700	381	404,862
1908.....	2,178	4,232,145	1,806	3,839,378	372	392,767
1909.....	2,171	4,266,713	1,808	3,889,046	363	377,667
1910.....	2,178	4,333,186	1,822	3,959,313	356	373,868

Year.	Power.	Wood.		Iron.		Steel	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1890....	Steam.....	4	845	536	638	200	391,116
	Sail.....	906	405,789	191	184,003	28	41,831
	Total.....	910	406,634	727	722,641	228	432,947
1895....	Steam.....	1	204	476	446,842	476	896,311
	Sail.....	462	175,213	200	207,663	109	154,521
	Total.....	463	175,417	676	654,505	585	1,050,832
1900....	Steam.....	1	203	378	322,808	826	1,835,909
	Sail.....	145	76,901	163	176,628	189	234,600
	Total.....	146	77,104	541	499,436	1,015	2,070,509
1903....	Steam.....	3	690	341	282,663	1,081	2,510,958
	Sail.....	89	46,749	118	138,086	266	304,101
	Total.....	92	47,439	459	420,749	1,347	2,815,059
1904....	Steam.....			324	261,920	1,157	2,629,570
	Sail.....	67	33,615	107	126,206	276	317,799
	Total.....	67	33,615	431	388,126	1,433	2,947,369
1905....	Steam.....			308	247,762	1,247	2,845,798
	Sail.....	57	26,146	98	115,172	283	320,400
	Total.....	57	26,146	406	362,934	1,530	3,175,258
1906....	Steam.....			282	223,115	1,344	3,152,310
	Sail.....	44	21,805	80	95,354	273	317,133
	Total.....	44	21,805	362	318,469	1,617	3,469,443
1907....	Steam.....			255	190,513	1,456	3,514,874
	Sail.....	37	17,671	61	71,121	280	315,586
	Total.....	37	17,671	316	261,634	1,736	3,830,460
1908....	Steam.....			240	174,746	1,564	3,664,319
	Sail.....	36	15,366	52	61,743	281	315,174
	Total.....	36	15,366	292	236,489	1,845	3,979,493
1909....	Steam.....			220	153,666	1,586	3,735,667
	Sail.....	32	12,988	46	57,075	282	307,120
	Total.....	32	12,988	266	210,741	1,868	4,042,187
1910....	Steam.....			209	143,985	1,612	3,815,162
	Sail.....	30	13,537	37	43,950	286	315,897
	Total.....	30	13,537	246	187,935	1,898	4,131,059

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—(Continued).

JAPAN ^a

Year.	Total vessels		Steam.		Sail.	
	Number	Tons.	Number	Gross tons.	Number.	Net tons.
1890.....	289	171,554	212	300,625	124	33,123
1895.....	419	301,101	339	279,668	80	21,433
1900.....	1,066	574,557	484	488,187	582	80,370
1903.....	1,566	720,818	544	585,542	1,012	141,276
1904.....	598	671,417	591	628,300	7	3,057
1905.....	697	873,552	691	870,889	6	2,713
1906.....	782	1,000,093	775	996,553	7	3,540
1907.....	835	1,071,876	829	1,068,747	6	3,129
1908.....	870	1,142,468	865	1,140,177	5	2,291
1909.....	865	1,152,800	861	1,150,868	4	1,942
1910.....	851	1,140,222	840	1,140,977	5	2,245

Year.	Power	Wood		Iron		Steel.	
		Number	Tons	Number.	Tons	Number	Tons.
1890..	Steam.....	68	25,036	80	82,357	13	27,103
	Sail.....	122	32,238	2	855	124	33,123
	Total.....	190	58,174	82	83,242	137	60,226
1895....	Steam.....	173	39,087	122	154,532	38	83,473
	Sail.....	79	20,934	1	499	...	...
	Total ..	252	60,021	123	155,031	38	83,473
1900....	Steam.....	253	56,057	120	168,159	102	259,799
	Sail.....	580	84,530	...	...	1	945
	Total.....	833	140,987	120	168,159	103	260,744
1903....	Steam.....	274	65,377	121	181,385	140	331,475
	Sail.....	1,042	141,276	...	...	...	...
	Total..	1,316	206,653	121	184,385	140	331,475
1904....	Steam.....	285	68,988	128	199,484	169	395,584
	Sail.....	7	3,057	...	...	...	...
	Total..	292	72,045	128	199,484	169	395,584
1905....	Steam.....	299	75,225	144	238,588	234	550,355
	Sail.....	6	2,713	...	...	...	...
	Total.....	305	77,938	144	238,588	234	550,355
1906....	Steam.....	308	79,785	164	264,432	290	646,144
	Sail.....	7	3,540	...	...	...	...
	Total.....	315	83,325	164	264,432	290	646,144
1907....	Steam.....	321	84,107	159	259,536	338	719,521
	Sail.....	6	3,129	...	...	...	...
	Total.....	327	87,236	159	259,536	338	719,521
1908....	Steam.....	321	83,375	148	241,277	383	808,847
	Sail.....	5	2,291	...	...	...	...
	Total.....	326	85,666	148	241,277	383	808,847
1909....	Steam.....	310	78,129	134	223,995	404	842,056
	Sail.....	4	1,942	...	...	...	...
	Total.....	314	80,071	134	223,995	404	842,056
1910....	Steam.....	306	78,053	124	208,692	408	855,477
	Sail.....	5	2,245	...	...	...	...
	Total.....	311	80,298	124	208,692	408	855,477

^a Japanese sailing vessels of under 300 net tons are not recorded in Lloyd's.

5. TOTAL NUMBER AND TONNAGE OF STEAM VESSELS (OVER 100 TONS) AND SAILING VESSELS (OVER 50 TONS).

[Recorded by Bureau Veritas.]

THE WORLD.

Year.	Steam (over 100 tons).		Sail (over 50 tons).		Potential tonnage.
	Number.	Gross tons.	Number.	Net tons.	
1890.....	9,638	12,825,709	33,879	10,540,051	43,687,030
1895.....	10,896	16,338,513	29,570	9,323,995	50,704,795
1900.....	12,289	21,787,000	27,982	8,200,889	62,068,253
1903.....	13,381	26,158,358	27,705	8,060,305	73,334,581
1904.....	17,532	27,900,457	26,873	7,812,957	76,567,601
1905.....	14,018	28,369,140	27,122	7,420,679	78,617,087
1906.....	14,650	30,256,336	20,679	7,550,273	83,250,305
1907.....	14,985	32,169,350	25,870	7,245,608	87,304,540
1908.....	15,202	33,331,888	25,166	6,903,730	89,527,042
1909.....	15,380	33,745,240	24,801	6,752,335	90,785,471
1910.....	15,052	34,618,806	23,362	6,412,211	93,132,579

BRITISH.

Year.	Number.	Gross tons.	Number.	Net tons.	Potential tonnage.
1890.....	5,302	8,043,872	10,559	3,693,650	24,119,974
1895.....	5,771	9,984,280	8,793	3,333,607	28,258,883
1900.....	5,649	11,859,581	7,326	2,513,307	32,060,443
1903.....	5,929	13,006,072	6,830	2,100,443	36,907,579
1904.....	8,406	11,889,175	6,773	2,080,243	38,621,155
1905.....	6,070	14,019,578	6,589	1,612,360	39,006,950
1906.....	6,249	15,748,424	6,338	1,307,443	40,937,219
1907.....	6,321	16,612,305	6,116	1,083,323	42,417,123
1908.....	6,351	16,976,010	5,712	1,590,550	43,010,354
1909.....	6,411	17,189,989	5,692	1,474,306	43,937,822
1910.....	6,503	17,506,724	4,703	1,306,843	44,716,435

AMERICAN.

Year.	Number.	Gross tons.	Number.	Net tons.	Potential tonnage.
1890.....	419	533,333	3,406	1,445,016	2,948,816
1895.....	447	703,399	3,824	1,302,317	3,305,885
1900.....	674	1,183,851	3,671	1,300,078	4,594,546
1903.....	840	1,610,406	3,751	1,454,152	6,003,704
1904.....	901	1,720,176	3,550	1,466,819	6,126,891
1905.....	876	1,750,327	3,765	1,513,178	6,267,710
1906.....	885	1,761,287	3,695	1,499,035	6,274,347
1907.....	929	1,881,245	3,615	1,462,843	6,516,743
1908.....	950	1,959,985	3,532	1,408,513	6,683,909
1909.....	906	1,838,565	3,496	1,395,910	6,322,626
1910.....	921	1,891,552	3,465	1,357,789	6,418,413

GERMAN.

Year.	Number.	Gross tons.	Number.	Net tons.	Potential tonnage.
1890.....	689	930,754	1,398	706,475	3,831,203
1895.....	826	1,306,771	1,105	597,862	4,343,766
1900.....	1,031	2,169,029	955	551,025	5,962,785
1903.....	1,193	2,767,493	914	628,267	7,345,747
1904.....	1,479	2,887,130	948	500,010	7,635,342
1905.....	1,273	3,033,333	955	492,411	8,031,947
1906.....	1,351	3,415,193	991	516,916	8,955,116
1907.....	1,354	3,631,961	969	444,314	9,518,838
1908.....	1,374	3,743,890	1,007	458,663	9,770,731
1909.....	1,356	3,763,871	1,036	447,991	9,699,203
1910.....	1,372	3,804,824	979	441,881	10,366,125

FRENCH.

Year.	Number.	Gross tons.	Number.	Net tons.	Potential tonnage.
1890.....	471	805,983	1,627	298,787	2,238,747
1895.....	501	864,598	1,459	255,095	2,100,083
1900.....	545	1,060,238	1,396	341,037	2,694,193
1903.....	556	1,139,575	1,449	535,703	2,907,083
1904.....	835	1,266,480	1,440	494,123	3,040,147
1905.....	577	1,222,008	1,414	517,069	3,380,813
1906.....	586	1,234,027	1,356	517,097	3,399,685
1907.....	574	1,257,814	1,313	521,400	3,469,128
1908.....	598	1,442,203	1,250	510,397	3,718,865
1909.....	602	1,345,294	1,217	494,479	3,642,635
1910.....	609	1,416,096	1,155	482,848	3,790,324

5. TOTAL NUMBER AND TONNAGE OF STEAM VESSELS (OVER 100 TONS) AND SAILING VESSELS (OVER 50 TONS)—Continued.

NORWEGIAN.

Year	Steam (over 100 tons).		Sail (over 50 tons).		Potential tonnage.
	Number.	Gross tons.	Number.	Net tons.	
1890.....	371	246,052	3,567	1,405,934	2,111,610
1895.....	530	456,317	2,959	1,240,159	2,385,531
1900.....	719	769,242	2,123	898,761	2,815,977
1902.....	804	863,146	1,837	807,125	2,960,489
1903.....	844	925,683	1,740	767,981	3,009,533
1904.....	1,037	1,030,637	1,661	749,354	3,302,578
1905.....	916	1,057,822	1,647	741,970	3,374,910
1906.....	955	1,147,677	1,670	755,289	3,623,001
1907.....	1,021	1,257,774	1,345	702,815	3,894,223
1908.....	1,074	1,311,379	1,284	666,601	4,032,517
1909.....	1,093	1,304,401	1,197	623,258	3,997,644
1910.....	1,099	1,396,151	1,116	608,010	4,037,086

6 CONSTRUCTION.

Vessels built in the world (over 100 tons) according to Lloyd's (including vessels not recorded in Lloyd's).

Year.	Total vessels.		Steam		Sail.	
	Number.	Tons.	Number.	Gross tons.	Number.	Net tons.
1890.....	1,302	1,646,809	880	1,328,541	422	318,268
1895.....	794	1,211,615	629	1,114,019	165	97,596
1900.....	1,285	2,208,938	906	2,046,339	319	222,599
1902.....	1,336	2,346,315	900	2,218,600	436	285,340
1903.....	1,251	1,979,675	962	1,847,712	289	131,863
1904.....	1,213	1,898,629	965	1,776,135	248	122,394
1905.....	1,181	2,302,467	1,051	2,253,032	130	49,435
1906.....	1,375	2,697,004	1,270	2,658,082	105	38,922
1907.....	1,382	2,784,639	1,263	2,741,416	119	43,223
1908.....	993	1,761,685	872	1,706,396	121	55,189
1909.....	899	1,651,532	758	1,510,070	141	41,462

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1890....	Steam.....	60	167,974	135	74,157	685	1,234,183
	Sail.....	377	160,201	10	9,294	95	111,000
	Total.....	437	188,175	145	83,451	780	1,375,183
1895....	Steam.....	27	10,312	58	9,769	544	1,093,938
	Sail.....	120	38,875	.....	.....	45	58,721
	Total.....	147	49,187	58	9,769	589	1,152,659
1900....	Steam.....	60	27,208	72	14,734	834	2,004,397
	Sail.....	212	102,084	.....	.....	107	120,515
	Total.....	272	129,292	72	14,734	941	2,124,912
1903....	Steam.....	56	18,045	6	2,164	900	1,827,593
	Sail.....	220	65,867	.....	.....	69	65,996
	Total.....	276	83,912	6	2,164	969	1,893,499
1904....	Steam.....	64	21,758	6	1,351	895	1,753,020
	Sail.....	194	90,667	.....	.....	54	31,727
	Total.....	258	112,425	6	1,351	949	1,784,753

6. CONSTRUCTION—Continued.

Vessels built in the world (over 100 tons) according to Lloyd's (including vessels not recorded in Lloyd's)—Continued.

Year.	Power.	Wood.		Iron		Steel	
		Number	Tons	Number.	Tons.	Number.	Tons
1905	Steam.....	55	18,010	1	342	992	2,234,080
	Sail.....	109	30,022	...	...	21	13,413
	Total.....	167	54,032	1	342	1,013	2,247,493
1906	Steam.....	72	29,140	2	577	1,196	2,628,365
	Sail.....	73	21,557	...	...	32	17,365
	Total.....	145	50,697	2	577	1,228	2,645,730
1907	Steam.....	66	24,808	1	440	1,196	2,716,162
	Sail.....	91	31,013	...	...	25	12,210
	Total.....	160	55,821	1	440	1,221	2,728,372
1908	Steam.....	50	20,812	...	...	822	1,685,584
	Sail.....	90	35,300	...	...	31	19,889
	Total.....	140	56,112	...	...	853	1,705,473
1909	Steam.....	35	7,085	...	...	723	1,502,985
	Sail.....	80	20,760	...	...	61	20,702
	Total.....	115	27,845	...	...	784	1,523,687

Year	All nations				United Kingdom			
	Sail.		Steam		Sail		Steam.	
	No	Tons	No	Tons.	No.	Tons.	No.	Tons.
1890.....	482	318,268	880	1,328,511	84	121,015	632	1,076,220
1895.....	165	97,596	629	1,114,019	29	36,989	403	919,308
1900.....	319	222,599	966	2,040,839	6	6,666	645	1,452,802
1902.....	436	285,340	900	2,060,975	10	36,381	537	1,370,327
1903.....	289	131,863	962	1,847,712	10	19,300	542	1,128,887
1904.....	248	122,394	965	1,776,135	22	20,742	535	1,170,038
1905.....	180	49,435	1,051	2,253,032	3	2,461	667	1,510,193
1906.....	105	38,622	1,270	2,658,082	13	6,261	737	1,746,741
1907.....	119	43,223	1,263	2,741,416	10	6,066	718	1,709,509
1908.....	121	55,189	872	1,706,396	4	7,807	433	922,415
1909.....	141	41,402	758	1,510,070	11	2,910	452	968,203

Year.	France				Germany.			
	Sail		Steam.		Sail.		Steam.	
	No.	Tons	No.	Tons.	No	Tons.	No.	Tons.
1890.....	18	6,866	11	27,666	12	15,083	56	87,382
1895.....	20	8,071	11	14,683	1	3,851	62	76,676
1900.....	52	70,224	13	31,094	20	8,671	70	203,179
1902.....	86	107,845	15	48,974	12	10,170	74	186,135
1903.....	23	8,832	21	66,010	7	6,593	89	153,112
1904.....	27	4,611	25	75,508	7	2,187	109	192,249
1905.....	14	2,130	17	72,075	8	6,298	105	231,832
1906.....	7	1,069	26	32,290	11	4,757	144	301,019
1907.....	8	1,103	36	67,010	5	1,151	135	255,139
1908.....	7	943	33	83,114	6	2,844	79	189,898
1909.....	14	2,174	20	43,891	11	3,870	62	121,438

7 SHIPBUILDING AT HOME AND ABROAD IN 1909.

[Lloyd's Register, London, January, 1910.]

UNITED KINGDOM

Particulars of total output.—During 1909, exclusive of war ships, 526 vessels of 991,066 tons gross (viz, 465 steamers of 972,799 tons and 61 sailing vessels of 18,267 tons) have been launched in the United Kingdom. The war ships launched at both government and private yards amount to 42 of 126,230 tons displacement. The total output of the United Kingdom for the year has therefore been 568 vessels of 1,117,296 tons. These totals are analyzed in the accompanying tables, but the following notes will also be of interest. In these notes war ships are excluded from consideration except where they are specially mentioned.

The output of mercantile tonnage in the United Kingdom during 1909 shows an increase of 61,397 tons on that of last year. It is, however, the lowest total recorded by the society for twelve years, with the exception of 1908. As regards war vessels, the total for 1909 is 52,044 tons more than in 1908.

Practically the whole of the tonnage launched has been built of steel, and over 98½ per cent is composed of steam tonnage.

Comparison of tonnage afloat, 1908-9.—Of the total output, 75½ per cent, or 749,221 tons (738,142 steam tons and 11,079 sailing tons), has been built for registration in the United Kingdom. In this connection it should be noted that the tonnage of United Kingdom vessels lost, broken up, etc., during the last twelve months appears, from the information at present in the possession of Lloyd's Register, to have been 356,506 tons (316,574 steam, 39,932 sail). Sales to foreign and colonial owners for the twelve months ended November, 1909, according to the Registrar General's Returns, reached a total of 396,298 tons (311,451 steam, 84,847 sail). On the other hand, 3,748 tons (2,468 steam, 1,280 sail) were built abroad for United Kingdom owners, and purchases from foreign and colonial owners during the same period amounted to 26,995 tons (25,457 steam, 1,538 sail). The sailing tonnage of the United Kingdom would thus appear to have decreased by about 111,000 tons, and the steam tonnage to have increased by 138,000 tons. The net increase of United Kingdom tonnage at the end of 1909 is therefore about 27,000 tons. For the previous five years the estimated net increases were as follows: 1904, 429,000 tons; 1905, 469,000 tons; 1906, 764,000 tons (the highest figures on record); 1907, 426,800 tons; 1908, 169,000 tons. The smallness of the increase for 1909 is to be ascribed to the very large amount of old tonnage which has been sold foreign or broken up.

Vessels launched for abroad.—The amount of tonnage launched for abroad during 1909 was 241,845 tons, forming 24½ per cent of the total output, as compared with 40 per cent in 1908, 34 per cent in 1907, 20½ per cent in 1906, 21½ per cent in 1905, 18½ per cent in 1904, 18 per cent in 1903 and 1902, and 23 per cent in 1901 and 1900. As in 1908, the British colonies have provided the largest amount of work for the shipbuilders of the United Kingdom, viz, 70 vessels of 60,027 tons (6 per cent of the total output). Holland occupies the second position with 26,639 tons, being followed by Norway (19,173 tons), Belgium (18,076 tons), Brazil (17,854 tons), and Sweden (17,219 tons).

Size and speed of vessels.—The number of large steamers launched in the United Kingdom during 1909 has been less than during any of the previous four years. During the years 1893-1896, on an average, 10 vessels of 6,000 tons and upward were launched per annum in the United Kingdom; in the following four years, 1897-1900, the average rose to 32, at which figure it stood for the four years 1901-1904, and at 30 for the four years 1905-1908. During 1909 only 19 such vessels were launched. Of vessels of 10,000 tons and upward only 3 were launched in the four years 1893-1896; 24 were launched during the four years 1897-1900; 27 were launched during the four years 1901-1904, and a similar number during the four years 1905-1908.

During 1909, 6 vessels of 10,000 tons and above were launched, the names of which are as follows:

	Tons gross		Tons gross.
Balmoral Castle.....	18, 000	Otranto.....	12, 124
Orvieto.....	12, 130	Mantua.....	10, 885
Osterley.....	12, 129	Ruahine.....	10, 758

At the present time there are under construction 37 vessels of 6,000 tons and upward, of which 8 are of over 10,000 tons each.

The average tonnage of steamers launched in the United Kingdom during 1909 is 2,092 tons, but if steamers of less than 500 tons be excluded the average of the remaining steamers reaches 3,080 tons gross.

Of the vessels launched in the United Kingdom 16 are capable of a speed of 17 knots and above. The fastest of these vessels is the turbine yacht *Winchester* (26 knots). The fastest merchant vessels are 5 steamers intended for channel service (2 turbine and 3 twin-screw vessels), all of which attain the high speed of 22 knots.

Output of leading ports.—The Glasgow district occupies the first place among the principal shipbuilding centers of the country, showing an output of 204,451 tons. Then follow in order Newcastle (182,235 tons), Greenock (167,658 tons), Sunderland (132,371 tons), Belfast (118,295 tons), Middlesborough (62,492 tons), and Hartlepool (57,712 tons). In war-ship tonnage Barrow leads with 46,450 tons, followed by Portsmouth with 38,650 tons, and Glasgow, 16,290 tons.

Turbine vessels.—Five vessels in which the turbine method of propulsion has been adopted were launched in the United Kingdom during 1909. Their names are as follows:

	Tons gross.		Tons gross.
Huallaga.....	3,305	Duke of Cumberland.....	2,052
Ucayali.....	3,305	Winchester (yacht).....	149
Duke of Argyll.....	2,052		

At the end of 1909 there were under construction in the United Kingdom 3 merchant vessels of about 5,700 tons which are to be fitted with steam turbines, and 3 large vessels which will have turbines as well as reciprocating engines.

Other special types.—During 1909, 9 steamers built to carry oil in bulk were launched. One of these, it may be noted, has been constructed on the longitudinal framing system. The returns also include 6 other vessels on the above system; the steamship *Monitoria*, representing a novel design of construction in the form of two corrugations worked in the shell plating of the sides; 7 vessels of the turret-deck, trunk-deck, and wing-tank types; 59 steam trawlers and other fishing vessels; 42 dredgers, barges, etc.; 21 tugs; 3 yachts; and other vessels designed for special service. Besides these 62 vessels, principally intended for river and harbor purposes, have been built in the United Kingdom and taken to pieces for shipment abroad.

Progress of work in hand during the year.—As regards the movement of the shipbuilding industry during the course of 1909, Lloyd's Register Returns show that at the opening of the year, irrespective of war ships, 764,520 tons (760,269 steam, 4,251 sail) were being built in the United Kingdom. The returns for the March quarter indicated an increase of over 148,000 tons in the work in hand; the June returns, however, showed a decrease of 166,000 tons on the previous quarter. A slight increase was observable in the September figures, and since then the total has reached practically the amount at which it stood at the end of March, viz, 913,000 tons. The total war-ship tonnage under construction in the country is now 273,210 tons displacement, as compared with 219,271 at the end of 1908.

COLONIES AND FOREIGN COUNTRIES.

Particulars of total output.—Attention is drawn to the statistics given in Tables VII and VIII, from which it appears that there have been built abroad during the year 537 vessels of 610,991 tons (348 steamers of 564,771 tons and 189 sailing vessels of 46,220 tons). These figures show a decrease of over 292,000 tons as compared with those for 1908. Among foreign countries the leading places are held by the United States of America (209,604 tons), Germany (128,696 tons), Holland (59,106 tons), Japan (52,319 tons), France (42,197 tons), and Italy (31,217 tons).

The total output of war vessels (109 of 278,245 tons displacement) shows an increase of about 43,000 tons displacement on the figures of the preceding year.

United States.—The total mercantile tonnage reported from the United States (209,604 tons) is 95,000 tons smaller than that of the previous year; the decrease in the tonnage built for service on the coast amounts to 78,000 tons, and in that built for the Great Lakes to about 17,000 tons. The figures for the Great Lakes include 15 steamers of over 5,000 tons, the largest of which was the *Shenango*, of 8,047 tons, launched by the Great Lakes Engineering Works, of Detroit, Mich.

The largest seagoing merchant steamer launched was the *Wilhelmina*, of 6,975 tons, built at Newport News, Va., the only merchant vessel of over 5,000 tons launched on the coast during the year. There was also launched, at Bath, Me., the wood 6-masted schooner *Wyoming*, of 3,730 tons.

Only one other sailing vessel of over 1,000 tons was launched during 1909.

It should be stated that the above figures do not include river and harbor vessels, the total of which amounts to over 33,000 tons.

Germany.—The returns show a decrease of 79,000 tons in the shipbuilding output as compared with last year. During the years 1900-1904 the average yearly output was

about 204,000 tons. In 1905, 255,000 tons were launched, and in 1906, 318,000 tons. Since then there has been a considerable decrease, the present figures (128,696) being about 190,000 tons less than three years ago. These figures do not take into account vessels launched on the upper rivers, the total of which amounts to about 27,000 tons.

Seven steamers of 5,000 tons and upward were launched in the country during 1909, the largest being of 6,742 tons.

A training ship of about 1,600 tons was also launched in Germany, this being the only steel sailing vessel of any importance launched in the world during 1909.

Holland.—The total tonnage (59,106 tons) launched in Holland during the past year does not include vessels known to be exclusively intended for river navigation. From returns received from that country, it appears that the tonnage of barges, lighters, and other river vessels launched during 1909 amounts to about 19,000 tons.

Three steamers of 5,000 tons and upward were launched, the largest being the *Frisia*, 7,442 tons, built at Flushing.

Japan.—The figures for Japan (52,319 tons) show a decrease of over 7,000 tons as compared with those of 1908. They include, however, 5 steamers of over 6,000 tons each. Of these, the *Kiyo Maru*, an oil-carrying vessel of 9,300 tons, was the largest.

France.—The upward tendency in the output of new tonnage in France, which was apparent in the figures for the years 1907 and 1908 is shown by the Returns for 1909 to have ceased, the present total (42,197 tons) being only just over half that for 1908.

The largest steamer launched during the year was the *Espagne* of about 11,000 tons.

Italy.—The figures for Italy (31,217 tons), while showing a slight increase on those for 1908 (26,864 tons), are considerably below the average output for the years 1900-1907.

The present returns include 3 steamers of over 7,000 tons each, the largest of which is the *Oceanu*, 8,996 tons.

COMPARISON OF OUTPUT IN THE UNITED KINGDOM AND ABROAD.

The returns under review show that a considerable decrease, as compared with the 1908 figures, is recorded in the case of nearly every country and is especially noticeable in France (over 49 per cent), Germany (nearly 40 per cent), and the United States (over 31 per cent). On the other hand, the tonnage launched in the United Kingdom shows, as previously stated, an advance of 61,397 tons (or 6.6 per cent) on the output for 1908.

Of the tonnage launched during 1909, the United Kingdom has acquired nearly 47 per cent. Of the total merchant tonnage output of the world during 1909, nearly 62 per cent was launched in the United Kingdom; but, if only seagoing merchant steamers of 3,000 tons gross and upward be taken into account, out of the total of 180 such steamers, of 892,078 tons, launched in the world, nearly 75 per cent of the tonnage has been launched in the United Kingdom.

SUMMARY OF WORLD'S OUTPUT.

Table VII shows that the total output of the world during 1909 (exclusive of war ships) appears to have been 1,602,057 tons (1,537,570 steam, 64,487 sail). According to the latest returns received by Lloyd's Register, the tonnage of all nationalities totally lost, broken up, etc., during the twelve months amounts to about 868,000 tons (605,000 steam, 263,000 sail).

The net increase of the world's mercantile tonnage at the end of 1909 is thus about 734,000 tons. Sailing tonnage has been reduced by 199,000 tons, while steam tonnage has increased by 933,000 tons.

Vessels classed by Lloyd's Register.—Of the vessels launched during 1909, 398 of 790,541 tons (including 63 vessels of 160,760 tons launched abroad), have been built under the society's inspection with a view to classification in Lloyd's Register Book.

War-ship tonnage.—It may be of interest to mention that the nationality of the battle ships recorded in Table VI as launched for other countries is as follows: One of 19,200 tons for Brazil, one of 14,225 tons for Austria-Hungary, and one of 6,416 tons for Holland. Excluding the latter vessel, the average displacement of the battle ships and large armored cruisers launched during 1909 is no less than 18,687 tons.

Table Xb distinguishes the total tonnage launched in each year in the United Kingdom from that launched abroad. As no British war ships have been launched abroad, it may be remarked that if the total tonnage of British war ships, Table Xa, is deducted from the total tonnage built in the United Kingdom, Table Xb, there remain 151 war ships of 354,331 tons displacement built in the United Kingdom for various foreign navies during the last eighteen years.

The following tables (I-V) summarize the shipbuilding work of the United Kingdom during 1909. In several instances the totals for 1907 and 1908 have also been given for convenience of comparison.

TABLE I.—*Vessels launched in the United Kingdom, 1889-1909*

Year	Steam.		Sail		Total.	
	Number.	Gross tons.	Number	Gross tons.	Number.	Gross tons.
1889.....	595	1,083,793	95	125,508	690	1,209,361
1890.....	651	1,061,619	92	133,086	743	1,194,705
1891.....	641	878,353	181	252,463	822	1,130,816
1892.....	512	841,356	169	268,594	681	1,109,950
1893.....	438	718,277	98	118,106	536	836,383
1894.....	519	904,926	65	81,582	614	1,046,508
1895.....	526	904,991	53	45,976	579	950,967
1896.....	628	1,113,831	68	45,920	696	1,159,751
1897.....	515	924,382	46	28,104	561	952,486
1898.....	744	1,363,318	17	4,252	761	1,367,570
1899.....	714	1,414,774	12	2,017	726	1,416,791
1900.....	664	1,432,600	28	9,871	692	1,442,471
1901.....	591	1,501,078	48	23,661	639	1,524,739
1902.....	622	1,378,206	72	49,352	694	1,427,558
1903.....	632	1,165,503	65	25,115	697	1,190,618
1904.....	613	1,171,375	99	33,787	712	1,205,162
1905.....	737	1,604,796	58	18,372	795	1,623,168
1906.....	815	1,809,433	71	18,910	886	1,828,343
1907.....	752	1,581,521	89	26,369	841	1,607,890
1908.....	454	911,570	60	15,099	523	926,669
1909.....	465	972,799	61	18,267	526	991,066

TABLE II.—*Countries for which the merchant and other vessels (not war ships) launched in the United Kingdom during 1909 have been built.*

Country.	Steam.		Sail		Total, 1909.		Total, 1908.		Total, 1907.	
	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.
United Kingdom.....	323	73,142	30	11,079	353	749,221	301	554,995	535	1,059,319
British colonies.....	51	56,075	16	3,952	70	60,027	74	67,518	53	72,424
Austria-Hungary....	5	10,571	..	..	5	10,571	6	22,698	21	87,758
Belgium.....	11	18,079	..	..	11	18,079	13	40,039	4	3,900
Denmark.....	2	950	..	..	2	950	3	10,568	8	15,502
France.....	10	13,995	3	1,296	13	15,291	21	15,416	20	51,696
Germany.....	2	8,179	..	..	2	8,179	4	19,671	15	44,788
Greece.....	..	..	..	..	..	..	7	23,168	5	19,058
Holland.....	8	26,639	..	..	8	26,639	3	33,274	9	36,449
Italy.....	2	9,298	..	..	2	9,298	2	16,522	7	47,006
Japan.....	1	109	..	..	1	109	1	5,135	5	12,909
Norway.....	4	19,173	..	..	4	19,173	17	32,273	18	56,328
Portugal.....	3	2,107	2	700	5	2,807	1	3,078	3	1,042
Russia.....	..	..	..	..	..	..	4	14,338	5	4,509
South America:	..	..	..	..	..	..	..	..	..	..
Argentina.....	9	5,320	..	..	9	5,320	11	7,505	30	13,506
Brazil.....	9	16,854	8	1,000	17	17,854	17	6,125	61	40,722
Other countries.....	7	10,988	..	..	7	10,988	1	180	6	7,405
Spain.....	6	11,690	..	..	6	14,600	6	18,178	5	2,816
Sweden.....	5	17,219	..	..	5	17,219	7	20,679	8	20,747
United States.....	1	119	..	..	1	119	3	3,966	2	2,003
Other countries or not stated.....	3	4,076	2	240	5	4,316	21	13,143	21	6,323
Total.....	465	972,799	61	18,267	526	991,066	523	929,669	841	1,607,890

TABLE III.—*Vessels launched in the principal shipbuilding districts of the United Kingdom, 1907-1909.*

District	Merchant and other ves- sels (not war ships)				War ships.	Total, 1909.		Total, 1908.		Total, 1907.		
	Steam.		Sail.									
	No.	Gr. tons.	No.	Gr tons		No.	Tons.	No.	Tons.	No.	Tons.	
Aberdeen.....	20	6,079	.....	.....	.....	.....	20	6,079	18	3,864	50	9,271
Barrow, Maryport, and Workington.....	3	3,171	.....	.....	13	46,450	16	49,621	19	12,658	17	8,206
Belfast.....	22	118,295	.....	.....	22	118,295	16	153,517	36	128,939	37	128,939
Dundee.....	12	8,437	.....	.....	12	8,437	22	21,834	13	13,927	13	13,927
Glasgow.....	92	191,253	43	13,198	11	16,290	146	220,741	169	237,305	206	389,173
Greenock.....	58	167,658	.....	.....	58	167,658	40	103,470	76	214,484	76	214,484
Hartlepool and Whitby.....	18	57,712	.....	.....	18	57,712	13	37,843	28	94,469	28	94,469
Hull and Grimsby.....	40	18,036	1	110	41	18,146	45	14,796	86	30,688	83	30,688
Leith.....	9	8,848	.....	.....	9	8,848	11	9,376	23	19,143	23	19,143
Liverpool.....	10	15,875	.....	.....	1	920	11	16,295	12	11,654	16	10,420
Middlesbrough and Stockton.....	23	60,910	4	1,582	27	62,492	18	57,210	48	138,621	48	138,621
Newcastle.....	85	179,264	10	2,971	8	13,710	103	195,945	88	196,089	137	331,006
Sunderland.....	57	182,371	.....	.....	57	132,371	40	86,647	90	291,006	90	291,006

a Displacement.

TABLE IV.—Size of merchant and other vessels (not war ships) launched in the United Kingdom during 1909.

Tonnage.	Steam.	Sail.	Tonnage	Steam.	Sail.
100 and under 500 tons.....	163	53	8,000 and under 10,000 tons....	3	.....
500 and under 1,000 tons.....	38	8	10,000 and under 12,000 tons....	2	.....
1,000 and under 2,000 tons.....	82	.....	12,000 and under 15,000 tons..	4	.....
2,000 and under 4,000 tons.....	89	.....	15,000 tons and above.....	.....	.....
4,000 and under 6,000 tons.....	74	.....	Total.....	405	61
6,000 and under 8,000 tons.....	10	.....		

TABLE V — War ships launched in the United Kingdom, 1907–1909.

Flag.	1909.		1908		1907.	
	<i>Number</i>	<i>Tons. a</i>	<i>Number</i>	<i>Tons a</i>	<i>Number.</i>	<i>Tons. a</i>
At royal dockyards, British.....	6	45,000	5	12,426	3	51,800
At private yards, British.....	29	52,800	21	7,134	30	81,005
Total British.....	35	98,700	26	40,560	33	133,405
Other flags.....	7	27,410	10	24,626	3	1,070
Total.....	42	126,230	36	74,186	36	134,475

a Displacement

TABLE VI — Nationality, description, number, and displacement of war ships of 100 tons and above launched during 1909

Flag.	Battle ships.		Armored cruisers.		Protected cruisers.		Other war ships.		Total.	
	<i>No</i>	<i>Tons</i>	<i>No</i>	<i>Tons</i>	<i>No.</i>	<i>Tons.</i>	<i>No.</i>	<i>Tons</i>	<i>No</i>	<i>Tons.</i>
British.....	2	39,150	1	18,750	6	25,900	20	11,990	35	98,790
American (United States)....	2	11,825	.....	.....	.....	.....	13	6,814	15	48,639
French.....	5	90,140	.....	.....	.....	.....	14	5,600	19	95,740
German.....	3	57,000	1	18,700	3	12,810	20	10,576	27	99,116
Italian.....	.....	.....	.....	.....	.....	.....	8	2,088	8	2,088
Japanese.....	.....	.....	.....	.....	.....	.....	1	375	1	375
Russian.....	.....	.....	.....	.....	.....	.....	2	1,246	2	1,246
Other flags.....	3	39,841	.....	.....	3	9,111	38	9,196	44	58,481
Total.....	15	267,956	2	37,450	12	48,184	122	50,885	151	404,475

TABLE VII.—Vessels launched during 1909.

Where built.	Merchant and other vessels (not war ships).						War ships.	Total.		
	Steam.		Sail.		Total.					
United Kingdom (see Tables II and V)	No 465	Gr. tons. 972, 739	No 61	Gr. tons. 18, 267	No. 526	Gr tons 991, 006	No 42	Tons.a 126, 230	No. 568	Tons. 1, 117, 296
Colonies and foreign countries (see Table VIII)... ..	348	564, 771	180	46, 220	537	610, 991	109	278, 245	646	889, 236
Total for world... ..	813	1, 537, 570	250	64, 487	1, 063	1, 602, 057	151	404, 475	1, 214	2, 006, 532

a Displacement.

TABLE VIII.—*Vessels (over 100 tons) built at colonial and foreign ports during 1909.*

Country and district.	Merchant and other vessels (not war ships).								War ships. ^a	Total built in each country.						
	Steam.				Sail.											
	Steel.		Wood.		Steel.		Wood.									
	No	Gr. tons	No	Gr. tons	No	Gr. tons	No	Gr. tons	No	Tons ^b	No	Tons.				
Austria-Hungary.....	14	24,900	1	100	23	22,217	88	47,223				
Belgium.....	6	6,310	0	0	6	6,310				
British colonies:																
North American.....	4	1,060	8	1,424	10	1,922	c2	480	40	7,941				
Others.....	4	1,061	11	1,805	.....	.....	1	180						
Denmark:																
Copenhagen and Elsinore.	6	6,608	5	900	11	7,508				
Other ports.....	.....	.....	.....	.....	.....	.....	.....	.....
France:																
Dunkirk.....	10	13,091	2	277	19	95,740	70	137,937				
Havre and River Seine....	1	7,503	.....	.....	1	145	.....	.....						
Other Channel ports.....	.....	.....	.....	.....	.....	.....	23	3,577		
Nantes and St. Nazaire....	7	2,861	.....	.....	.....	.....	.....	.....		
Mediterranean ports.....	3	14,633	1	107	28	99,373	112	228,069				
Germany:																
River Elms.....	2	378					28	99,373	112	228,069
River Weser.....	25	55,276	.....	.....	13	1,722	.....	.....						
Hamburg and River Elbe..	3	4,999	.....	.....	1	1,600	.....	.....						
Tonning, Flensburg, and Kiel.....	8	21,303	.....	.....	2	302	.....	.....						
Lubeck and Rostock.....	8	13,331	.....	.....	2	242	.....	.....						
Stettin and River Oder....	10	12,812	.....	.....	1	101	.....	.....						
Danzig.....	9	16,630	.....	.....	.....	.....	.....	.....		
Greece.....	6	1,385	6	1,385				
Holland:																
Amsterdam and ports north of the River Lek.	5	12,618	20	4,739	1	6,416	53	65,522				
Rotterdam, Flushing, and ports south of the River Lek.....	27	41,749	.....	.....	.....	.....	.....	.....		
Italy:																
Gulf of Genoa.....	1	8,996	1	109	4	726	e9	2,188	37	33,405				
Leghorn and Viareggio....	1	900	.....	.....	.....	.....	1	265				
Naples, Torre del Greco, and Castellammare.....	1	1,202	.....	.....	.....	.....	10	1,725				
Adriatic coast.....	3	995	.....	.....	4	641	.....	.....						
Palermo.....	2	15,698	.....	.....	.....	.....	.....	.....		
Japan:																
Kobe and Osaka.....	12	22,741	2	240	2	350	1	315	1	375	76	52,694				
Nagasaki.....	3	21,084	2	246	.....	.....	10	1,808						
Other ports.....	2	299	5	1,089	.....	.....	36	4,647						
Norway:																
Stavanger, Bergen, and Drontheim.....	17	13,815	1	198	15	28,601				
Christiania (Lindesnes to Fredrikshald).....	27	14,588	.....	.....	.....	.....	.....	.....		
Portugal.....	1	400	1	400				
Russia.....	7	2,433	1	100	3	552	2	1,216	13	4,331				
Spain.....	1	2,174	1	2,174				
Sweden.....	6	5,302	1	191	3	550	2	273	8	1,171	20	7,487				
United States:																
Maine.....	1	1,312	1	277	11	9,158	15	48,639	117	258,243				
Massachusetts.....	3	5,157	1	146	.....	.....	3	1,046						
New Hampshire, Connecticut, and New York.....	6	4,186	3	1,211	.....	.....	2	1,505						
New Jersey, Pennsylvania, and Delaware.....	13	11,154	.....	.....	1	3,736	1	132						
Maryland and Virginia.....	9	35,874	2	373	1	1,034	2	860								
Other Atlantic and Gulf States.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Lakes.....	29	129,119	.....	.....	.....	.....	.....	.....		
Pacific coast.....	2	284	8	3,040	.....	.....	.....	.....				
Total.....	301	554,414	47	10,357	55	15,269	134	30,951	109	278,245	646	889,236				

^a Except where otherwise stated, these war ships are intended for the navies of the countries in which they have been built.

^b Displacement.

^c For China.

^d Including 1 of 257 tons for Norway.

^e Including 1 of 100 tons for Denmark.

^f The society's returns for the Great Lakes do not include wood or composite vessels.

TABLE IX.—*Number and tonnage of vessels of 100 tons gross and upward (excluding warships) launched, 1892-1909.*

Year.	United Kingdom.		Austria-Hungary.		British colonies.		Denmark.		France.		Germany.		Holland.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1892.....	681	1,100,950	7	2,302	58	19,792	22	12,707	19	17,228	73	64,888	15	14,368
1893.....	536	836,383	6	7,435	41	17,089	18	10,719	22	20,337	65	60,167	8	1,339
1894.....	614	1,046,508	5	1,703	27	6,803	16	7,300	28	19,636	77	119,702	41	15,360
1895.....	579	950,967	10	7,371	30	10,381	14	10,982	27	28,851	75	87,786	25	8,292
1896.....	696	1,159,751	9	6,246	41	11,124	14	11,811	41	14,565	63	103,205	28	12,405
1897.....	591	952,486	6	6,601	40	12,431	13	13,539	39	49,341	84	139,728	42	20,351
1898.....	761	1,367,570	9	5,432	70	25,021	17	12,703	48	67,160	101	153,147	27	19,468
1899.....	726	1,416,791	8	9,248	34	8,464	30	26,613	51	89,791	93	211,684	50	34,384
1900.....	602	1,442,471	12	14,880	40	9,503	17	11,060	66	116,858	93	204,731	61	45,074
1901.....	639	1,524,739	7	20,013	74	28,131	41	22,856	92	177,543	101	217,593	33	29,927
1902.....	694	1,427,558	16	15,192	69	28,819	44	27,148	99	192,196	108	213,961	114	69,101
1903.....	607	1,190,618	6	11,328	73	34,680	39	28,609	75	92,768	120	184,491	109	59,174
1904.....	712	1,205,102	40	10,645	61	30,065	30	15,859	69	81,245	149	202,197	109	55,636
1905.....	795	1,623,168	27	16,402	45	10,798	19	17,557	43	73,124	148	255,423	58	41,135
1906.....	886	1,828,343	25	18,590	57	26,042	18	21,712	48	35,214	205	318,230	89	66,809
1907.....	811	1,607,890	7	8,717	97	46,443	29	28,819	50	61,635	188	275,003	60	68,623
1908.....	523	929,669	24	23,502	119	31,181	24	19,172	50	83,420	120	207,777	76	58,661
1909.....	526	991,066	15	25,006	38	7,461	11	7,508	51	12,197	81	128,606	52	59,166

Year.	Italy.		Japan.		Norway.		United States.		Other countries.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1892.....	21	13,888	—	—	12	24,572	73	62,588	40	15,762	1,051	1,358,045
1893.....	21	10,626	3	1,132	30	16,552	36	27,174	60	17,788	846	1,026,741
1894.....	10	5,396	14	3,173	25	17,160	43	66,894	32	13,594	932	1,323,538
1895.....	10	5,603	3	2,206	21	12,873	61	84,877	25	7,881	880	1,218,160
1896.....	10	6,779	26	7,849	17	12,059	114	181,175	24	7,820	1,113	1,567,882
1897.....	8	12,910	22	6,740	25	17,248	81	86,838	36	13,711	990	1,331,924
1898.....	19	26,530	9	11,424	29	22,670	162	173,250	35	8,968	1,290	1,893,343
1899.....	31	49,472	3	6,775	34	27,853	148	224,278	61	16,382	1,269	2,121,738
1900.....	36	67,522	3	4,543	42	32,751	235	333,527	67	21,174	1,364	2,304,163
1901.....	35	60,526	94	37,208	40	36,875	286	433,245	96	28,890	1,538	2,617,539
1902.....	62	46,270	53	27,181	46	37,878	251	379,174	94	38,277	1,650	2,502,755
1903.....	81	50,089	62	34,514	54	41,599	246	381,820	88	35,928	1,650	2,145,631
1904.....	35	30,016	67	32,969	67	50,469	227	238,518	77	28,254	1,613	1,987,935
1905.....	46	61,629	81	31,725	58	52,580	200	302,827	56	25,554	1,576	2,511,922
1906.....	30	30,560	107	42,489	69	60,774	212	411,087	60	26,913	1,836	2,919,763
1907.....	31	44,666	78	66,254	82	57,556	255	474,675	70	37,807	1,788	2,778,088
1908.....	34	26,864	73	59,725	81	52,839	238	304,543	43	32,981	1,405	1,833,286
1909.....	28	31,217	75	52,319	45	28,601	102	209,601	36	19,276	1,063	1,602,057

TABLE Xa.—*Number and displacement of warships of 100 tons and upward launched for the various navies, 1892-1909.*

Year.	British.		United States.		French.		German.		Italian.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1892.	22	137,271	9	31,102	5	25,465	9	34,400	0	8,920
1893.	16	40,278	5	40,200	10	52,055	2	8,100	3	5,785
1894.	20	32,088			6	28,090	2	5,070	2	3,290
1895.	44	139,145	3	12,034	7	42,071	2	5,190	1	6,500
1896.	34	117,445	5	16,302	8	57,110	1	11,100	1	6,500
1897.	33	66,740	3	3,000	5	15,185	6	44,211	6	35,906
1898.	28	140,120	6	57,900	4	25,096	6	10,048	2	2,836
1899.	18	121,140	8	6,400	11	52,912	0	29,240	7	18,120
1900.	20	35,050	13	12,830	19	40,730	15	45,330	4	1,280
1901.	33	209,774	17	47,903	14	40,663	14	59,400	5	27,833
1902.	19	92,840	27	20,449	13	41,139	12	32,321	4	8,724
1903.	38	147,813	13	66,140	15	30,760	16	60,590	.....	.....
1904.	33	126,375	14	170,185	9	43,600	11	44,970	4	25,932
1905.	23	96,505	7	98,200	7	28,611	6	36,457	10	14,490
1906.	23	85,700	5	45,443	6	15,183	17	62,678	14	3,039
1907.	33	133,405	5	11,590	17	33,594	17	14,800	12	25,154
1908.	26	19,560	8	52,850	22	21,000	16	97,000	5	29,400
1909.	35	98,790	15	48,639	19	95,740	27	99,116	8	2,088

Year.	Japanese.		Russian.		Other flags		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1892.	1	4,158	8	27,364	23	40,221	83	308,901
1893.	1	.....	6	13,505	9	14,010	51	179,533
1894.	1	868	4	31,850	13	15,150	57	120,006
1895.	1	2,800	4	4,114	20	36,571	82	248,725
1896.	2	24,780	6	30,281	35	68,273	92	331,791
1897.	5	18,070	6	2,200	26	43,585	90	228,900
1898.	8	45,275	6	28,650	31	56,348	91	366,873
1899.	13	61,656	13	37,230	15	18,062	91	344,700
1900.	5	26,210	9	61,840	14	37,694	99	260,464
1901.	3	1,125	21	54,680	16	36,169	123	467,547
1902.	6	3,350	14	48,485	7	22,795	102	278,106
1903.	17	13,917	9	38,430	11	33,450	110	391,100
1904.	4	608	5	1,750	22	21,580	102	435,006
1905.	17	50,633	37	15,721	11	22,564	118	363,211
1906.	24	41,277	19	82,201	40	27,448	148	362,972
1907.	10	57,200	17	35,317	31	10,151	142	321,211
1908.	4	2,245	11	8,800	35	47,574	127	309,689
1909.	1	375	2	1,210	14	53,481	151	404,475

TABLE Xb.—*Warships launched in the United Kingdom and abroad, respectively, 1892–1909.*

Year.	United Kingdom.		Abroad.		Year.	United Kingdom		Abroad.	
	No.	Tons.	No.	Tons.		No.	Tons.	No.	Tons.
1892.....	30	151,157	53	157,741	1901.....	41	211,969	82	255,578
1893.....	18	45,898	33	133,635	1902.....	23	94,140	79	183,968
1894.....	30	32,956	27	87,050	1903.....	41	151,800	78	239,310
1895.....	59	148,111	23	100,614	1904.....	37	127,175	65	307,831
1896.....	55	163,958	37	107,833	1905.....	28	129,801	90	233,410
1897.....	48	95,465	42	133,435	1906.....	29	108,450	119	254,522
1898.....	41	191,555	50	175,318	1907.....	36	134,475	106	189,736
1899.....	35	188,590	56	176,170	1908.....	36	74,186	91	235,503
1900.....	29	68,364	70	192,100	1909.....	42	126,230	109	278,245

8. VESSELS UNDER CONSTRUCTION SEPTEMBER 30, 1910.

From the returns compiled by Lloyd's Register of Shipping, it appears that, excluding war ships, there were 368 vessels of 1,154,197 tons gross under construction in the United Kingdom at the close of the quarter ended September 30, 1910. The particulars of the vessels in question are as follows, similar details being given for the corresponding period in 1909 for the purpose of comparison:

Description.		September 30, 1910		September 30, 1909.	
Steam:		Number	Gross tons.	Number	Gross tons.
	Steel.....	341	1,149,914	268	773,429
	Iron.....				
	Wood and composite.....	5	570		
	Total.....	346	1,150,484	268	773,429
Sail:					
	Steel.....	11	3,004	12	3,878
	Iron.....				
	Wood and composite.....	8	709	10	720
	Total.....	22	3,713	22	4,607
Total steam and sail.....		368	1,154,197	290	778,036

The tonnage now under construction is about 36,000 tons more than that which was in hand at the end of last quarter and exceeds by 376,000 tons the total building twelve months ago.

Size of vessels under construction (war ships excluded).

Tonnage.	Steam.	Sail	Tonnage.	Steam.	Sail.
Under 100 tons ^a	19	6	8,000 and under 10,000 tons...	11	.....
100 and under 500 tons.....	97	16	10,000 and under 12,000 tons..	13	.....
500 and under 1,000 tons.....	19	.....	12,000 and under 15,000 tons..	4	.....
1,000 and under 2,000 tons.....	38	.....	15,000 and under 20,000 tons..	2	.....
2,000 and under 4,000 tons.....	40	.....	20,000 tons and above.....	2	.....
4,000 and under 6,000 tons.....	81	.....	Total.....	346	22
6,000 and under 8,000 tons.....	20	.....		

^a Vessels of less than 100 tons are not included in Lloyd's Register shipbuilding returns unless they are intended to be classed with the society.

FOREIGN AND COLONIAL SHIPBUILDING (WAR SHIPS EXCLUDED).

The following table shows the number and tonnage of vessels, excluding war ships, under construction at various ports abroad according to the latest returns which have been received at Lloyd's office. Vessels of less than 100 tons are not included in these figures:

Country and district	Steam.		Sail.		Total.		Total in each country.	
	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.
Austria-Hungary:								
Fiume.....	2	1,100			2	1,100	9	38,620
Trieste.....	7	37,520			7	37,520		
Belgium: Antwerp.....	3	5,250			3	5,250	3	5,250
British colonies:								
Calcutta.....							10	10,133
Hongkong.....	2	578			2	578		
Newcastle, New South Wales.....	3	615			3	615		
Quebec.....	2	1,000			2	1,000		
Toronto and Collingwood.....	2	7,500			2	7,500		
Vancouver, British Columbia.....	1	440			1	440		
Denmark:								
Copenhagen.....							2	525
Elsinore.....	1	375			1	375		
Other ports.....	1	150			1	150		
France:								
Dunkirk.....	1	400	2	260	3	660	22	91,426
Hayre and Rouen.....	4	15,216			4	15,216		
La Seyne, La Ciotat, and Port de Bouc.....	7	37,400	2	2,100	9	39,500		
St. Nazaire and Nantes.....	6	36,050			6	36,050		
Germany:								
Bremen, Geestemünde and Vegesack.....	20	75,682	2	270	22	75,952	50	139,117
Danzig.....	1	210			1	210		
Hamburg, Flensburg, Tönning, and Kiel.....	9	38,585	2	6,000	11	44,585		
Rostock and Lübeck.....	6	12,000			6	12,000		
Stettin.....	6	4,420	4	1,950	10	6,370		
Greece: Syra.....			3	500	3	500	3	500
Holland:								
Amsterdam and ports north of the Lek.....	6	24,100			6	24,100	25	44,153
Rotterdam, Flushing, and ports south of the Lek.....	17	19,053	2	1,000	19	20,053		
Italy:								
Ancona.....	1	5,500			1	5,500	7	11,233
Gulf of Genoa.....	3	5,200			3	5,200		
Leghorn and Viareggio.....			2	313	2	313		
Bay of Naples.....			1	220	1	220		
Palermo.....								
Japan:								
Kobe and Osaka.....	19	10,415			19	10,415	24	37,112
Nagasaki.....	4	25,700			4	25,700		
Yokohama.....	1	997			1	997		
Norway:								
Bergen, Trondhjem, and Stavanger.....	12	9,484			12	9,484	30	21,151
Christiania, etc.....	18	11,667			18	11,667		
Portugal: Lisbon.....			2	700	2	700	2	700
Spain: Bilbao.....	2	7,082			2	7,082	2	7,082
Sweden:								
Gothenburg.....	5	10,300			5	10,300	6	10,950
Helsingborg.....	1	650			1	650		
Stockholm.....								
United States:								
Baltimore.....	4	17,200	1	600	5	17,800	66	117,603
Bath, Me.....			4	2,791	4	2,791		
Boston.....	3	6,250			3	6,250		
Great Lakes district.....	5	27,382			5	27,382		
New Orleans.....	2	400	1	450	3	850		
New York.....	12	5,701	3	939	15	6,640		
Newport News and Richmond.....	6	25,000			6	25,000		
Philadelphia, Chester, Camden, N. J., and Wilmington, Del.....	11	18,040	10	6,400	21	24,440		
San Francisco.....	4	6,450			4	6,450		
Seattle, Wash.....								
Total.....	220	511,062	41	24,493	261	535,555		

9. NUMBER, TONNAGE, AND NATIONALITY OF VESSELS TOTALLY LOST, CONDEMNED, ETC., DURING THE YEAR 1909, AS REPORTED UP TO JULY 16, 1910; ALSO THE NUMBER AND TONNAGE OF STEAM AND SAILING VESSELS OWNED IN EACH COUNTRY.

STEAM VESSELS.

[Vessels under 100 tons gross are not included in this return.]

Flag.	Steam vessels owned, according to Lloyd's Register Book, 1909-10.			How lost					
				Abandoned at sea.			Broken up, condemned, etc. ^a		
	No.	Net tons.	Gross tons.	No.	Net tons.	Gross tons.	No.	Net tons.	Gross tons.
British:									
United Kingdom.....	8,419	10,027,813	16,472,602	3	3,414	5,485			
Colonies.....	1,339	722,761	1,240,112	1	110	760			
United States.....	1,187	1,082,611	1,656,525						
Austro-Hungarian.....	347	405,172	714,076						
Danish.....	558	398,238	677,098						
Dutch.....	503	564,903	904,536						
French.....	884	836,617	1,115,976						
German.....	1,808	2,379,367	3,889,046						
Italian.....	437	584,209	961,132						
Japanese.....	861	729,546	1,150,858						
Norwegian.....	1,292	841,427	1,388,423	1	265	437			
Russian.....	708	150,790	700,785						
Spanish.....	479	420,579	686,875						
Swedish.....	960	463,729	774,288						
Other European countries									
Central and South America.									
Other countries.....									
Total.....				5	4,149	6,682			

Flag.	How lost—Continued										
	Burned			Collision.			Foundered.			Lost, etc. ^c	
	No.	Net tons.	Gross tons.	No.	Net tons.	Gross tons.	No.	Net tons.	Gross tons.	No.	Gross tons.
British:											
United Kingdom.....	2	6,896	15,475	15	18,734	30,346	8	6,886	11,150	2	1,116
Colonies.....	3	651	1,145				2	1,427	2,615		
United States.....	1	1,094	1,994	2	2,100	3,354	2	1,343	1,835		
Austro-Hungarian.....				1	880	1,437	2	721	1,276		
Danish.....				1	167	319	2	164	500		
Dutch.....				2	1,845	3,530	3	597	1,646		
French.....	1	260	309	2	6,284	10,211	2	165	402		
German.....	2	4,100	6,601	8							
Italian.....				1	1,806	2,532	1	82	153	1	1,340
Japanese.....	4	595	897	4	3,105	5,042	2	707	1,237		1,761
Norwegian.....	2	3,190	5,134	2	2,214	3,782					
Russian.....				1	28	155	3	3,280	5,402		
Spanish.....	2	225	364	2	1,008	1,708					
Swedish.....	1	741	1,188	4	4,290	6,792	7	6,039	10,772		
Other European countries.	1	1,794	2,807	1	596	876	2	438	712		
Central and South America.											
Other countries.....											
Total.....	19	10,306	35,914	44	43,069	70,084	36	22,399	37,760	3	2,877

^a Vessels condemned after damage by fire, collision, stranding, etc., are included, according to the date of the casualties, under "Burned," "Collision," "Wrecked," etc. Cases of breaking up, condemnation, etc., not known to be consequent upon stress of weather, etc., are excluded from the table. During 1909, 127 steamers, of 153,848 tons net, 251,900 tons gross (including 62 belonging to the United Kingdom of 82,924 tons net, 138,976 tons gross), come within this category.

^b Excluding vessels trading on the Great Lakes of North America.

^c Under the heading "Lost, etc.," are included total losses which, for want of sufficient information, or for other reasons, can not be otherwise classified.

9. NUMBER, TONNAGE, AND NATIONALITY OF VESSELS TOTALLY LOST, CONDEMNED, ETC., DURING THE YEAR 1909, AS REPORTED UP TO JULY 16, 1910; ALSO THE NUMBER AND TONNAGE OF STEAM AND SAILING VESSELS OWNED IN EACH COUNTRY—Cont'd.

STEAM VESSELS—Continued

Flag.	How lost—Continued.									Percentage lost ^c		
	Missing ^a			Wrecked ^b			Total. ^c			Vessels owned	Gross tonnage owned.	
	No.	Net tons.	Gross tons.	No.	Net tons.	Gross tons.	No.	Net tons.	Gross tons.			
British:												
United Kingdom.....	5	7,514	11,951	48	68,402	107,310	53	112,375	182,836	0.99	1.11	
Colonies.....	1	26	130	10	7,706	12,202	17	10,250	16,852	1.27	1.37	
United States.....				9	8,772	13,523	14	13,279	20,706	1.18	1.26	
Austro-Hungarian.....												
Danish.....				1	161	243	4	1,768	2,956	.72	.44	
Dutch.....				3	3,104	4,971	6	3,435	5,850	1.19	.65	
French.....	1	93	315	3	2,649	4,391	10	5,444	10,191	1.13	.70	
German.....	3	873	1,836	15	15,265	24,846	30	26,777	43,896	1.66	1.13	
Italian.....				3	3,804	6,153	3	3,804	6,153	.69	.64	
Japanese.....				8	3,011	4,819	15	6,831	10,162	1.74	.88	
Norwegian.....	1	1,116	1,777	14	12,570	20,389	24	20,953	34,016	1.86	2.45	
Russian.....				4	4,586	7,074	6	6,800	10,856	.85	1.43	
Spanish.....				4	3,221	5,165	8	6,529	10,722	1.67	1.56	
Swedish.....				5	2,035	3,553	9	3,268	5,625	.94	.73	
Other European countries.....				6	3,503	5,995	18	15,179	24,747			
Central and South America.....	1	1,307	1,966	4	1,051	1,841	9	5,186	8,202			
Other countries.....												
Total.....	12	10,929	17,978	137	139,840	222,475	256	241,881	393,770			

^a Under the heading "Missing" are included only vessels so posted or reported during the period covered by the return.

^b Under the heading "Wrecked" are included vessels lost through stranding, or through striking rocks, sunken wrecks, etc.

^c Excluding cases of breaking up, condemnation, etc., which are not known to be consequent upon stress of weather, etc., including such cases, the grand total for 1909 is 383 steamers of 395,729 tons net, 645,670 tons gross.

NOTE.—Material of construction of above vessels: Steel, 134 of 279,382 tons, iron, 87 of 99,035 tons; wood and composite, 35 of 15,353 tons.

9 NUMBER, TONNAGE, AND NATIONALITY OF VESSELS TOTALLY LOST, CONDEMNED, ETC., DURING THE YEAR 1909, AS REPORTED UP TO JULY 16, 1910, ALSO THE NUMBER AND TONNAGE OF STEAM AND SAILING VESSELS OWNED IN EACH COUNTRY—Cont'd.

SAILING VESSELS.

Flag.	Sailing vessels owned, according to Lloyd's Register Book, 1909-10		How lost.							
			Abandoned at sea.		Broken up, condemned, etc		Burned.		Collision.	
	No	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British:										
United Kingdom.....	1,072	905,334	2	2,360			1	1,685	5	1,915
Colonies.....	735	218,391	6	3,294	3	1,814			1	317
United States.....	a 1,820	1,179,011	10	4,448	2	471	2	425	3	1,306
Austro-Hungarian.....	9	5,481								
Danish.....	312	65,060	2	275						
Dutch.....	98	37,704								
French.....	625	417,617	5	2,930			1		1	107
German.....	363	377,667						1,670	2	2,150
Italian.....	663	358,785			3	2,796	2	1,112	2	296
Norwegian.....	833	605,201	6	3,001	6	3,545			2	604
Russian.....	638	211,612	2	634	8	2,989			4	1,261
Spanish.....	80	23,113								
Swedish.....	513	148,510	2	400	3	970			2	766
Other European countries.....									1	151
Central and South America.....			1	354						
Other countries.....										
Total.....			36	17,696	25	12,588	6	4,892	23	8,903

Flag	How lost—Continued.								Percentage lost.	
	Foundered.		Lost, etc.		Missing.		Wrecked.		Total	
	No	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British:										
United Kingdom.....	3	3,599			5	5,079	15	12,467	31	28,035
Colonies.....					2	2,011	16	4,387	28	11,823
United States.....	6	5,580	2	1,024	4	3,596	42	35,700	71	52,553
Austro-Hungarian.....										
Danish.....							3	511	5	786
Dutch.....					1	124	3	373	4	497
French.....	4	897			1	2,208	13	12,158	24	18,300
German.....	2	344					5	4,135	10	8,299
Italian.....					1	1,283	12	10,890	20	16,377
Norwegian.....	1	632	1	911	2	2,386	34	25,017	52	36,696
Russian.....	1	161			1	1,127	7	3,128	23	9,300
Spanish.....							3	1,748	3	1,748
Swedish.....							5	2,011	12	4,147
Other European countries.....									14	4,713
Central and South America.....	1	287					1	227	3	868
Other countries.....										
Total.....	18	11,500	3	1,935	17	18,714	173	118,065	c301	e194,293

a Excluding vessels trading on the Great Lakes of North America.

b Cases of breaking up, condemnation, etc., not known to be consequent upon stress of weather, etc., are excluded from the table, during 1909, 182 vessels of 99,269 tons (including 25 belonging to the United Kingdom, of 11,361 tons), come within this category.

c Excluding cases of breaking up, condemnation, etc., which are not known to be consequent upon stress of weather, etc. Including such cases, the grand total for 1909 is 483 vessels of 293,562 tons net.

NOTE.—Material of construction of above vessels: Steel, 31, of 40,600 tons; iron, 40, of 52,898 tons; wood and composite, 224, of 100,795 tons.

9. NUMBER, TONNAGE, AND NATIONALITY OF VESSELS TOTALLY LOST, CONDEMNED, ETC., DURING THE YEAR 1909, AS REPORTED UP TO JULY 16, 1910; ALSO THE NUMBER AND TONNAGE OF STEAM AND SAILING VESSELS OWNED IN EACH COUNTRY—Cont'd.

STEAM AND SAILING VESSELS.

[The tonnage given is gross for steam vessels and net for sailing vessels.]

Flag.	Steam and sailing vessels owned according to Lloyd's Register Book, 1909-10.		How lost							
			Abandoned at sea.		Broken up, condemned, etc.		Burned.		Collision.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British:										
United Kingdom.....	9,491	17,377,936	5	7,845	3	1,814	3	17,160	20	32,291
Colonies.....	2,074	1,448,506	7	4,051	3	1,814	3	1,145	1	317
United States.....	^a 3,007	2,835,536	10	4,448	2	474	3	2,419	5	4,600
Austro-Hungarian.....	356	750,157								
Danish.....	870	742,158	2	275					1	1,437
Dutch.....	601	942,240							1	319
French.....	1,509	1,893,593	5	2,930			1	309	3	3,637
German.....	2,171	4,266,713					3	8,271	10	12,361
Italian.....	1,100	1,319,917			3	2,796	2	1,112	2	296
Japanese ^b	861	1,150,858					4	897	1	2,532
Norwegian.....	2,125	1,993,624	7	3,438	6	3,545	2	5,134	6	5,646
Russian.....	1,346	972,397	2	634	8	2,989			6	5,013
Spanish.....	559	710,018							1	155
Swedish.....	1,503	922,798	2	400	3	970	2	364	1	2,471
Other European countries.....							1	1,188	5	6,943
Central and South America.....			1	354			1	2,807	1	876
Other countries.....										
Total.....			41	24,378	^c 25	^c 12,588	25	40,806	67	78,987

Flag.	How lost—Continued.								Total.	Percentage lost.		
	Foundered.		Lost, etc.		Missing. ^a		Wrecked ^a			Vessels owned	Ton- nage owned.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.				
British:												
United Kingdom.....	11	14,749	2	1,116	10	17,933	63	119,777	114	210,871	1.20	1.21
Colonies.....	2	2,615			3	2,141	26	16,589	45	28,675	2.17	1.98
United States.....	8	7,415	2	1,024	4	3,596	51	40,223	85	73,259	2.83	2.58
Austro-Hungarian.....												
Danish.....	2	1,276					4	754	9	3,742	1.03	.50
Dutch.....	2	560				124	6	5,344	10	6,347	1.66	.67
French.....	7	2,543			2	2,523	16	10,549	34	28,491	2.25	1.50
German.....	4	746			3	1,836	20	28,981	40	52,195	1.81	1.22
Italian.....					1	1,283	15	17,043	23	22,530	2.09	1.71
Japanese ^b	1	153	1	1,761			8	4,819	15	10,102		
Norwegian.....	3	1,869	1	911	3	4,163	48	46,006	76	70,712	3.53	3.55
Russian.....	1	161			1	1,127	11	10,202	29	20,156	2.15	2.07
Spanish.....	3	5,402					7	6,913	11	12,470	1.67	1.70
Swedish.....							10	5,564	21	9,772	1.40	1.06
Other European countries.....	7	10,772					20	10,708	33	29,611		
Central and South America.....	3	999			1	1,966	5	2,068	12	9,070		
Other countries.....												
Total.....	54	49,200	6	4,812	29	36,692	310	340,540	457	458,063		

^a Excluding vessels trading on the Great Lakes of North America.^b As all Japanese sailing vessels are not inserted in Lloyd's Register Book, none are included in these tables.^c Cases of breaking up, condemnation, etc., not known to be consequent upon stress of weather, etc., are excluded from the table; during 1909, 309 vessels, of 351,169 tons (including 87 belonging to the United Kingdom, of 150,340 tons) come within this category.^d Excluding cases of breaking up, condemnation, etc., which are not known to be consequent upon stress of weather, etc. Including such cases, the grand total for 1909 is 866 vessels, of 939,232 tons.

NOTE.—Material of construction of above vessels: Steel, 165, of 319,982 tons; iron, 133, of 151,933 tons; wood and composite, 250, of 116,148 tons.

APPENDIX G.

THE WORLD'S LARGE AND FAST OCEAN STEAMSHIPS.

1. The following table shows owners of ocean screw steamships in the world of 12 knots or more, and of 2,000 gross tons or more, recorded in Lloyd's Register on July 1, 1910, including a few vessels building at that time. While in tonnage these vessels are about one-fourth of the world's seagoing steam tonnage, in efficiency, due to their size and speed, they represent more nearly one-third of the effective ocean-carrying power of the world in the general foreign and colonial carrying trade, and probably 85 per cent of the world's foreign passenger trade.

Line.	Flag	Speed in knots.										Total
		20	19.	18.	17.	16.	15.	14.	13	12.		
Compagnie Générale Transatlantique	French.....	1	1	..	8	1	2	2	5	6	32	
International Mercantile Marine Co.	United States.....	4	4	..	..	..	..	..	..	..	4
Norddeutscher Lloyd.	German.....	4	1	2	..	3	15	9	15	22	71	
City of Dublin Steam Packet Co.	British.....	4	..	..	..	..	..	..	..	..	4
Cunard Steamship Co.	do.....	3	..	2	..	2	1	2	1	..	11	
Lancashire and Yorkshire and L. & N. W. Railways.	do.....	3	..	..	..	..	..	..	..	..	3
Midland Railway Co.	do.....	3	..	..	..	..	..	..	..	..	3
Oceanic Steam Navigation Co., Ltd.	do.....	3	..	1	5	4	1	..	11	1	26	
Sloombvaart Maatschappij "Zeeland".	Dutch.....	3	..	..	..	..	..	..	..	..	3
Great Eastern Railway Co.	British.....	3	..	..	..	..	..	..	..	..	3
Isle of Man Steam Packet Co., Ltd.	do.....	2	..	..	..	..	..	..	..	..	2
Canadian Pacific Railway Co.	do.....	2	1	..	..	5	..	..	6	11	25
Canadian Northern Steamships, Ltd.	do.....	2	..	..	..	..	..	..	..	..	2
Toyo Kisen Kabushiki Kaisha.	Japanese.....	2	..	..	3	..	..	1	1	1	8
Metropolitan Steamship Co.	United States.....	2	..	..	..	..	2	2	..	..	6
New England Navigation Co.	do.....	1	3	1	2	7	4	4	..	..	22
Hamburg-American Line.	German.....	1	..	..	3	3	4	4	14	38	67
Penninsular and Oriental Steam Navigation Co.	British.....	1	1	13	3	7	3	16	4	4	62	
Union Steamship Co. of New Zealand, Ltd.	do.....	1	1	..	1	2	4	7	5	2	23	
Russian Volunteer Fleet Association.	Russian.....	1	1	..	..	..	2	5	1	6	16
Belfast Steamship Co., Ltd.	do.....	2	..	..	..	..	..	..	..	..	2
Dominion Atlantic Railway Co.	do.....	2	..	..	..	..	..	..	..	..	2
Imperial Marine Association.	do.....	2	..	..	..	..	..	..	..	..	2
Egyptian Mail Steamship Co., Ltd. (in liquidation).	do.....	2	..	..	..	..	..	..	..	..	2
Compañía Transatlántica.	Spanish.....	..	1	..	..	2	2	5	6	1	17
Lloyd Italiano.	Italian.....	..	1	..	..	..	2	4	..	..	7
Roumanian State Maritime Service.	Roumanian.....	..	4	..	..	..	..	..	..	..	4
Orient Steam Navigation Co., Ltd.	British.....	..	8	1	..	..	..	..	..	..	9
New York and Cuba Mail Steamship Co.	United States.....	..	3	2	2	1	3	..	1	..	12	
Pacific Mail Steamship Co.	do.....	..	2	1	2	..	2	2	1	..	10	
Eastern Steamship Co.	do.....	..	1	2	2	..	..	..	..	..	5
Alban Line Steamship Co., Ltd.	British.....	..	2	..	2	2	2	2	6	..	16	
Cia. Peruana de Vap. y Dique del Callao.	Peruvian.....	..	2	..	..	..	..	..	..	..	2
Société Anonyme de Navigation Belge-Américaine.	Belgian.....	..	1	..	3	..	2	..	..	..	6
Great Central Railway Co.	British.....	..	1	..	..	..	..	..	..	..	1
Khedivial Mail Steamship and Graving Dock Co.	do.....	..	1	..	..	2	1	1	..	..	5
Union Castle Mail Steamship Co.	do.....	..	..	11	2	..	3	3	13	..	32
Messageries Maritimes.	French.....	..	10	1	..	..	1	22	24	61	61
Navigazione Generale Italiana.	Italian.....	..	6	1	10	1	15	16	..	..	48
Oceanic Steamship Co.	United States.....	..	3	1	..	..	..	..	..	..	4
Lloyd Austriaco.	Austro-Hungarian.....	..	2	2	3	8	16	12	..	..	43
British India Steam Navigation Co., Ltd.	British.....	..	2	4	2	6	3	18	..	..	35
Thos. Wilson Sons & Co., Ltd.	do.....	..	1	..	..	4	2	2	..	..	9
Quebec Steamship Co., Ltd.	do.....	..	1	..	..	1	1	2	..	..	5
Canadian Government.	do.....	..	1	..	..	..	..	..	..	..	1

a Including 24 vessels of over 20 knots

Line.	Flag.	Speed in knots.										Total.
		20	19.	18.	17.	16	15.	14.	13.	12		
Imperial Direct West India Mail Service.	British.....				1		3				4	
Unione Austriaca di Navigazione....	Austro-Hungarian.				1	2	2	2	5	0	18	
Nederlandsch-Amerikaansche Stoom- vaart Maatschappij.	Dutch.....				1	1	1				6	
Atlantic Transport Co., Ltd.....	British.....					4		1	3		8	
Chargeurs Réunis.....	French.....					4	1	1	6	10	22	
Huddart, Parker & Co., Proprietary, Ltd.	British..					3	3			2	8	
Det Forenede Dampskibs Selskab....	Danish.....					3	1				4	
Maine Steamship Co.....	United States..					2					2	
Pacific Coast Steamship Co.....	do.....					2	2	4		2	10	
Southern Pacific Co.....	do.....					2	7	3	1	5	18	
Pacific Steam Navigation Co.....	British.....					2	6	4	3	17	32	
Anchor Line (Henderson Bros., Ltd.)	do.....					2	1	1	4	8	16	
Lloyd Sabauda.....	Italian.....					2		3			5	
Svenska Statens Jernvägar.....	Swedish.....					2					2	
Howard Smith Co., Ltd.....	British.....					2				3	5	
Adelaide Steamship Co., Ltd.....	do.....					2			2	2	6	
British and North Atlantic Steam Navigation Co., Ltd.	do.....					1	1		2	4	8	
La Veloce Navigazione Italiana.....	Italian.....					1	3	2	3		9	
Malloy Steamship Co.....	United States..					1	2	1	5	4	13	
Alaska Steamship Co.....	British.....					1					1	
Anglo-Algerian Steamship Co., Ltd.	do.....					1			1	5	10	
International Navigation Co.....	do.....					1		3			4	
Cia. Argentina de Nav.....	Argentina.....					1					1	
Cie. de Navigation Mixte.....	French.....					1	1				2	
Nippon Yusen Kabushiki Kaisha.....	Japanese.....					1	9	10	17	2	39	
Russian East Asiatic Steamship Co., Ltd.	Russian.....					1	1		2		4	
Finnska Angfartygs Aktiebolaget....	do.....					1	2				3	
Royal Mail Steam Packet Co.....	British.....						16		2	5	23	
Old Dominion Steamship Co.....	United States..						5				5	
Merchants and Miners' Transporta- tion Co.	do.....						5	3	8	1	17	
Bibby Steamship Co.....	British.....						5	3			8	
Australasian United Steam Naviga- tion Co.	do.....						5	5			10	
G. Thompson & Co., Ltd.....	do.....						3	2			5	
American Mail Steamship Co.....	United States..						3				3	
Hamburg Süd Amerikanische Damp- fschiffahrts-Gesellschaft.	German.....						2	1	1	4	8	
Ellerman Lines.....	British.....						2	3	6	33	44	
Prince Line.....	do.....						2			9	11	
Thule Angf. Aktieb.....	Swedish.....						1				1	
Booth Steamship Co., Ltd.....	British.....						1	4	3	4	12	
Carron Co.....	do.....						1				1	
McIlwraith, McEacharn & Co., Pro- prietary, Ltd.	do.....						1				1	
China Merchants Steam Navigation Co., Ltd.	Chinese.....						1		2		3	
China Mutual Steam Navigation Co., Ltd.	British.....						1	3	5	5	14	
Cyprien Fabre Co.....	French.....						1	2			3	
Embarcos Bros.....	Greek.....						1				1	
Koninklijke Hollandse Lloyd.....	Dutch.....						1				1	
Koninklijke Paketvaart Maats- chappij.	do.....						1	2		16	19	
New York and Porto Rico Steam- ship Co.	United States..						1		1		2	
Matson Navigation Co.....	do.....						1	1			2	
Compañia Sud-Americana de Va- pores.	Chilean.....							11			11	
Stoomvaart Maatschappij, Neder- land.	Dutch.....							8	1		9	
Tropical Fruit Steamship Co.....	British.....							8			8	
Ocean Steamship Co.....	do.....							7	17	11	35	
Rotterdamsche Lloyd.....	Dutch.....							7		5	12	
F. Leyland & Co.....	British.....							6	9	14	29	
Deutsche Ost-Afrika-Linie.....	German.....							4	2	6	12	
Clyde Steamship Co.....	United States..							4	1	1	6	
Liverpool, Brazil and River Plate Steam Navigation Co., Ltd.	British.....							4	3	14	21	
Société Générale de Transports Maritimes à Vapeur.	French.....							3	4	2	9	
R. P. Houston & Co.....	British.....							3	5	10	18	
Cie Belge Maritime du Congo.....	Belgian.....							3			3	
Società di Navigazione a Vapore Italia.	Italian.....							3		2	5	
Alaska Steamship Co.....	United States..							3			3	
Atlantic and Caribbean Steam Navi- gation Co.	do.....							2			2	

Line.	Flag.	Speed in knots										Total.
		20.	19.	18.	17.	16.	15.	14.	13.	12.		
Peninsular and Oriental Branch Service to Australia via The Cape.	British							2	3		5	
Empresa Nacional de Navegação a Vapor.	Portuguese							2	6		8	
Pinaros, Izquierdo y Cia.	Spanish							2	2	2	6	
Eastern and Australian Steamship Co.	British							1	2		3	
Apear & Co.	do.							1	1	3	5	
Great Northern Steamship Co.	United States							1			1	
Turnbull, Martin & Co.	British							1		6	7	
H. W. Harding	do.							1	1		2	
Elder Dempster Shipping, Ltd.	do.							1	1	5	10	
J. T. Duncan Co.	do.							1	1		2	
African Steamship Co.	do.							1	10	3	11	
British and African Steam Navigation Co., Ltd.	do.							1	2	5	8	
New Zealand Shipping Co., Ltd.	do.							1	9	1	11	
Lian Chin T'song	do.							1			1	
Shaw, Savill and Albion Co., Ltd.	do.							1	5	5	11	
Lloyd Brasileiro	Brazilian							1	3		4	
Panama Railroad Co.	United States							1		1	2	
Standard Oil Co.	do.							1			1	
American-Hawaiian Steamship Co.	do.							1	9	6	16	
Chaente Steamship Co.	British							28	11		39	
Bullard, King & Co.	do.							7			7	
Elder & Fyffes	do.							5	2		7	
Furness, Withy & Co.	do.							5	9		14	
Woermann Linie, Kommandit Ges.	German							5	3		8	
Houlder Brothers & Co.	British							1	3		4	
Donaldson Bros.	do.							4	4		8	
Kon. West Indische Maildienst	Dutch							4			4	
Bucknall Steamship Lines.	British							3	14		17	
Ulster Steamship Co.	do.							3	5		8	
Wm. Johnston & Co.	do.							3	2		5	
Handelhaus Gebr. Lassmann	Russian							3			3	
G. Warren & Co.	British							3	1		4	
Wilson & Furness-Leyland Line	do.							2	5		7	
Nelson Line	do.							2	6		8	
J. H. Welsford & Co.	do.							2	2		4	
Donald, Currie & Co.	do.							2			2	
John T. Rennie Son & Co.	do.							2	5		7	
Cairns, Noble & Co.	do.							2	4		6	
Hellenic Transatlantic Steam Navigation Co.	Greek							2			2	
Osaka Shosen Kabushiki Kaisha	Japanese							2	7		9	
Ocean Steamship Co. of Savannah	United States							2	7		9	
Indo-China Steam Navigation Co.	British							2	2		4	
China and Manila Steamship Co.	do.							2			2	
Melbourne Steamship Co.	do.							1			1	
Mississippi and Dominion Steamship Co.	do.							1			1	
C. T. Bowring & Co.	do.							1	1		2	
General Steam Navigation Co.	do.							1			1	
O. & A. Irgons	Norwegian							1			1	
Conemaugh Steamship Co.	United States							1			1	
N. Paquet & Co.	French							1	2		3	
Pacific Cable Board	British							1			1	
Mogul Steamship Co.	do.							1			1	
Cayzer, Irvine & Co.	do.									23	23	
Deutsche Dampfschiff Ges. Kosmos	German								17		17	
Asiatic Steam Navigation Co.	British								11		11	
Russian Steam Navigation and Trading Co.	Russian								7		7	
Lawther, Latta & Co.	British								7		7	
Tyser & Co.	do.								5		5	
James P. Corry & Co.	do.								5		5	
P. Henderson & Co.	do.								4		4	
McGregor, Gow & Co.	do.								4		4	
Tyzack & Branfoot Steam Shipping Co.	do.								4		4	
E. Bates & Sons	do.								4		4	
T. & J. Brocklebank	do.								4		4	
C. Barrie & Son	do.								4		4	
Manchester Liners	do.								3		3	
Deutsche Levante Linie	German								3		3	
Det Ostasiatiske Kompagni	Danish								3		3	
Federal Steam Navigation Co.	British								2		2	
Bd. Blumenfeld	German								2		2	
Douglas Steamship Co.	British								2		2	
La Fédération Maritime de Bretagne	French								2		2	
Moss Steamship Co.	British								1		1	
British and Burmese Steam Navigation Co.	do.								1		1	

Line.	Flag.	Speed in knots.										Total.
		20	19.	18.	17.	16.	15.	14.	13.	12.		
Bombay and Persia Steam Navigation Co.	British .....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Atlantic and Eastern Steamship Co.	do. ....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
William Gorthwaite.	do. ....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Rankin, Gilmour & Co.	do. ....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Eastern Shipping Co.	do. ....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Fraissinet & Co.	French. ....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cie. Nantaise de Nav à Vapeur	do. ....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
E. A. de Castro Martins.	Brazilian. ....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Standard Oil Co. of California.	United States .....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Yeoward Brothers.	British. ....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Total.....	.....	49	18	45	71	109	171	257	431	659	1,810

2. The following table classifies these vessels in 1910 according to speed and flag:

Flag.	Speed in knots.															Total.
	25.	24.	23	22.	21	20.	19.	18.	17.	16.	15.	14.	13.	12.		
British.....	2	1	4	1	3	16	11	28	27	47	66	112	234	398	950	
German.....			4	1			1	2	3	6	21	18	37	95	188	
Dutch.....			3						1	1	6	17	5	21	54	
French.....				1	2	1	1		18	13	5	9	38	48	136	
United States..					2	5	3	7	10	21	28	36	30	31	173	
Japanese.....						2			3	1	9	11	20	10	56	
Russian.....						1	1			2	5	5	6	13	33	
Spanish.....							1			2	5	7	8	3	26	
Roumanian.....								4							4	
Peruvian.....								2							2	
Italian.....								1	6	3	14	13	18	18	73	
Belgian.....								1		3		5			9	
Austro-Hunga- rian.....									3	4	8	10	21	18	64	
Danish.....										3	1			3	7	
Swedish.....										2	1				3	
Argentinian.....										1					1	
Chinese.....											1		2		3	
Greek.....											1		2		3	
Chilean.....												11			11	
Portuguese.....												2	6		8	
Brazilian.....												1	3	1	5	
Norwegian.....														1	1	
Total.....	2	1	11	3	7	25	18	45	71	109	171	257	431	659	1,810	

APPENDIX H.

PROGRESS OF BRITISH, GERMAN, AND JAPANESE SHIPPING.

The following tables illustrate the progress of British, German, and Japanese shipping. The statement of British shipping for earlier years is compiled from complete returns published in full in the report for 1901 (pp. 468-483), through the courtesy of Walter J. Howell, esq., marine undersecretary of the board of trade, supplemented by the annual returns on navigation and shipping.

1. PROGRESS OF BRITISH SHIPPING.

TABLE 1.—*Number and net tonnage of registered vessels of British Empire, 1801-1909, with number of men employed, 1801-1878.*

Year ended Dec 31—	United Kingdom.		British possessions		Total in British Empire		
	<i>Number.</i>	<i>Net tons.</i>	<i>Number</i>	<i>Net tons</i>	<i>Number</i>	<i>Net tons.</i>	<i>Men</i>
1801.....	16,426	1,780,325	3,285	251,924	19,711	2,038,253	149,766
1810.....	20,253	2,210,661	3,450	215,383	23,703	2,426,044	164,195
1820.....	21,969	2,439,029	3,405	209,564	25,374	2,648,593	174,611
1830.....	19,174	2,201,592	4,517	330,227	23,721	2,531,819	151,812
1840.....	22,654	2,768,262	6,308	513,276	28,962	3,311,538	201,340
1850.....	25,981	3,565,133	8,301	667,820	34,288	4,232,962	239,283
1860.....	27,663	4,658,687	10,838	1,052,281	38,501	5,710,968	291,460
1870.....	26,367	5,690,789	11,220	1,458,345	37,587	7,149,134	327,449
1878.....	25,884	6,555,164	12,732	1,774,257	38,616	8,329,421	358,158
1880.....	25,185	6,574,513	13,751	1,872,658	38,939	8,447,171	.....
1890.....	21,591	7,978,538	14,623	1,709,550	36,214	9,688,088	.....
1895.....	21,003	8,988,450	14,908	1,516,212	35,911	10,504,662	.....
1900.....	19,982	9,304,108	14,893	1,447,284	34,875	10,751,392	.....
1901.....	20,056	9,608,420	15,207	1,511,968	35,263	11,120,388	.....
1902.....	20,258	10,054,770	15,523	1,511,975	35,781	11,566,745	.....
1903.....	20,452	10,268,604	15,951	1,562,835	36,406	11,831,439	.....
1904.....	20,580	10,554,520	16,475	1,601,581	37,055	12,156,101	.....
1905.....	20,581	10,735,582	16,736	1,596,822	37,317	12,332,404	.....
1906.....	20,764	11,167,332	17,108	1,624,049	37,872	12,791,381	.....
1907.....	21,042	11,485,099	17,300	1,608,250	38,342	13,183,355	.....
1908.....	21,168	11,541,394	17,440	1,721,960	38,608	13,263,354	.....
1909.....	21,180	11,585,878	17,609	1,702,135	38,708	13,348,013	.....

TABLE 2.—*Number and net tonnage of steam vessels belonging to the British Empire, 1814-1909.*

Year.	United Kingdom.		British possessions.		Total in British Empire.	
	<i>Number.</i>	<i>Net tons.</i>	<i>Number.</i>	<i>Net tons.</i>	<i>Number</i>	<i>Net tons.</i>
1814.....	1	69	1	387	2	456
1820.....	34	3,018	0	4,225	34	7,243
1830.....	298	30,330	17	3,105	315	33,434
1840.....	771	87,928	53	7,870	824	95,807
1850.....	1,187	168,471	163	19,157	1,350	187,631
1860.....	2,000	454,327	337	45,817	2,337	500,144
1870.....	3,179	1,112,934	618	89,200	3,796	1,202,134
1880.....	5,247	2,729,468	1,056	225,814	6,303	2,955,282
1890.....	7,410	5,042,517	2,730	371,189	10,140	5,413,706
1895.....	8,386	6,121,555	3,151	422,900	11,537	6,544,455
1900.....	9,209	7,207,010	3,672	532,183	12,881	7,739,193
1901.....	9,484	7,617,793	3,708	571,830	13,252	8,189,623
1902.....	9,803	8,104,085	3,612	587,162	13,745	8,691,257
1903.....	10,122	8,399,688	4,140	629,718	14,262	9,029,386
1904.....	10,370	8,751,853	4,351	674,040	14,721	9,425,893
1905.....	10,522	9,004,810	4,515	699,450	15,037	9,704,266
1906.....	10,907	9,612,013	4,753	728,576	15,660	10,340,589
1907.....	11,304	10,023,723	5,024	814,808	16,328	10,838,531
1908.....	11,626	10,138,613	5,171	841,678	16,797	10,980,291
1909.....	11,797	10,284,818	5,373	888,740	17,170	11,173,558

TABLE 2.—*Number and net tonnage of steam vessels belonging to the British Empire, 1814-1909—Continued.*

GROSS STEAM TONNAGE, UNITED KINGDOM, 1890-1909.

Year.	Gross tons.	Year.	Gross tons.	Year.	Gross tons.
1890.....	8,095,370	1900.....	11,816,924	1900.....	15,783,724
1895.....	9,952,211	1901.....	12,472,584	1907.....	16,513,782
1896.....	10,237,703	1902.....	13,263,865	1908.....	16,735,722
1897.....	10,401,202	1903.....	13,770,709	1909.....	16,994,732
1898.....	10,829,811	1904.....	14,358,823		
1899.....	11,341,622	1905.....	14,883,594		

TABLE 3.—*Number and net tonnage of vessels built and registered in British Empire, 1800-1909.^a*

Year.	United Kingdom.		British possessions.		Total in British Empire.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1800.....	930	111,589	126	11,004	1,056	122,593
1810.....	(b)	(b)	(b)	(b)	870	115,638
1820.....	635	68,142	248	16,440	883	84,582
1830.....	760	77,411	307	32,719	1,117	110,130
1840.....	1,448	220,064	771	143,288	2,219	363,352
1850.....	725	137,530	714	124,053	1,439	262,483
1860.....	1,047	214,410	975	104,418	1,722	318,828
1870.....	970	342,209	642	122,660	1,612	464,908
1880.....	822	403,841	614	79,070	1,436	482,911
1890.....	858	652,013	475	58,554	1,333	710,567
1895.....	860	519,622	400	22,566	1,260	542,188
1900.....	1,171	736,906	507	34,002	1,768	770,908
1901.....	1,204	775,681	578	46,323	1,782	822,004
1902.....	1,295	800,374	718	43,862	2,013	844,236
1903.....	1,163	620,060	796	52,108	1,959	681,267
1904.....	1,043	735,384	722	47,030	1,765	782,414
1905.....	999	853,433	612	29,333	1,611	882,766
1906.....	1,153	922,182	715	37,285	1,868	924,060
1907.....	1,260	740,812	692	51,751	1,958	792,563
1908.....	894	413,052	566	40,663	1,460	453,715
1909.....	824	510,800	547	33,880	1,371	544,770

TABLE 4.—*Number and net tonnage of steam vessels built and registered in British Empire, 1814-1909.^a*

Year.	United Kingdom.		British possessions.		Total in British Empire.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1814.....	5	285	1	387	6	672
1820.....	8	655	1	116	9	771
1830.....	18	1,745	1	481	19	2,226
1840.....	74	10,178	3	461	77	10,639
1850.....	68	14,584	13	943	81	15,527
1860.....	200	54,018	11	1,724	211	55,742
1870.....	430	225,365	31	2,093	461	228,058
1880.....	474	346,361	70	4,715	544	351,076
1890.....	581	528,789	97	6,499	678	535,288
1895.....	541	465,467	93	6,809	634	472,276
1900.....	667	698,330	136	7,352	803	705,682
1901.....	637	720,714	142	12,159	779	732,873
1902.....	645	735,563	164	9,109	809	744,672
1903.....	695	580,758	194	20,897	889	607,655
1904.....	680	701,635	199	17,325	879	718,960
1905.....	713	821,059	205	8,008	918	829,067
1906.....	819	890,280	246	11,261	1,065	901,345
1907.....	929	716,538	279	24,319	1,208	740,857
1908.....	593	386,431	201	13,843	794	400,274
1909.....	570	484,290	263	13,740	833	498,030

^a In 1880 and subsequent years all vessels built in the United Kingdom for British owners are included, whether registered or not. Vessels built in the British possessions in years prior to those in which they were registered appear in the years in which they were first registered.

^b Records destroyed by fire at custom-house.

TABLE 5.—*Net tonnage built in United Kingdom for British and colonial register and for foreigners, 1858-1909.*

Year.	For home and the colonies.			For foreigners.			Total.		
	Sailing vessels.	Steam vessels.	Total.	Sailing vessels.	Steam vessels.	Total.	Sailing vessels.	Steam vessels.	Total.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1858.....	154,930	53,150	208,080	1,518	26,956	28,474	156,118	80,106	236,564
1860.....	158,172	53,796	211,968		13,903	13,903	158,172	67,699	225,871
1870.....	117,032	123,671	342,706	9,429	42,222	51,651	126,461	267,806	394,357
1880.....	57,480	316,361	403,841	585	68,170	69,055	58,065	411,831	472,896
1890.....	123,224	528,789	652,013	25,468	135,157	160,625	148,692	665,916	812,638
1895.....	54,155	465,467	519,622	10,562	117,450	128,012	61,717	582,917	647,634
1900.....	38,576	698,330	736,906	7,516	199,815	207,361	61,122	898,145	941,267
1901.....	54,967	720,714	775,681	6,481	189,737	196,218	61,448	910,451	971,699
1902.....	64,811	735,563	800,374	16,253	133,605	149,858	81,064	869,108	950,232
1903.....	42,311	586,758	629,069	14,007	115,112	129,239	56,108	701,900	758,308
1904.....	33,740	701,635	735,381	17,979	128,819	146,828	51,728	830,481	882,212
1905.....	30,374	821,059	851,433	7,716	178,719	186,435	38,080	909,778	1,037,858
1906.....	31,902	890,280	922,182	17,181	209,197	226,378	19,003	1,009,477	1,148,560
1907.....	24,274	716,538	737,812	16,516	280,689	296,155	36,790	997,177	1,033,967
1908.....	26,621	386,431	413,052	10,771	169,390	180,161	37,692	555,821	593,513
1909.....	21,381	482,301	503,685	7,815	102,389	110,701	28,696	584,693	613,389

TABLE 6.—*Number and net tonnage of sail and steam vessels purchased from foreigners and registered in United Kingdom, 1853-1909.*

Year	Sailing vessels.		Steam vessels.		Total	
	Number	Tons.	Number.	Tons.	Number	Tons.
1853.....	(a)	(a)	(a)	(a)	102	30,073
1854.....	(a)	(a)	(a)	(a)	267	97,641
1855.....	(a)	(a)	(a)	(a)	91	39,437
1856.....	(a)	(a)	(a)	(a)	57	11,650
1857.....	(a)	(a)	(a)	(a)	74	26,432
1858.....	(a)	(a)	(a)	(a)	57	20,408
1859.....	(a)	(a)	(a)	(a)	60	15,810
1860.....	(a)	(a)	(a)	(a)	54	19,271
1861.....	125	76,325	5	4,353	130	80,678
1862.....	150	73,017	2	1,612	152	74,629
1863.....	298	221,011	2	2,212	300	223,223
1864.....	211	127,657	5	1,101	216	128,761
1865.....	82	32,187	3	2,095	85	34,282
1866.....	60	19,768	3	1,169	63	20,937
1867.....	71	22,630	2	313	73	22,943
1868.....	58	28,519	4	1,495	62	30,014
1869.....	31	6,267	3	1,112	34	7,379
1870.....	54	11,562	3	573	57	12,135
1880.....	19	6,306	11	4,811	30	11,117
1890.....	20	5,851	18	5,181	38	11,035
1895.....	15	2,142	15	10,899	30	13,041
1900.....	27	8,262	35	26,931	62	35,196
1901.....	41	7,452	40	18,439	81	26,391
1902.....	36	8,025	45	27,020	81	35,015
1903.....	32	3,790	38	25,010	70	28,800
1904.....	25	3,557	29	27,461	54	31,021
1905.....	11	1,577	31	9,480	42	11,057
1906.....	10	1,191	53	37,177	63	38,368
1907.....	18	4,566	43	17,614	61	22,170
1908.....	15	2,993	33	30,335	48	33,331
1909.....	7	855	31	18,723	41	19,578

a Not distinguished.

TABLE 7.—*Number and net tonnage of sail and steam vessels belonging to United Kingdom sold to foreigners, 1856-1909.*^a

Year	Sailing vessels.		Steam vessels.		Total	
	Number. (b)	Tons. (b)	Number (b)	Tons. (b)	Number.	Tons.
1856.....					149	44,235
1860.....	38	12,230	49	15,721	88	27,951
1870.....	141	58,515	95	26,730	236	85,245
1880.....	168	75,031	79	36,425	247	111,456
1890.....	234	93,106	105	52,361	339	145,467
1891.....	102	62,470	136	121,197	238	183,667
1895.....	145	62,089	196	183,035	341	245,124
1896.....	137	73,962	190	164,003	327	238,965
1900.....	245	99,834	301	306,180	546	406,014
1901.....	145	64,414	181	176,008	326	240,422
1902.....	94	38,291	173	144,623	267	182,917
1903.....	89	40,985	149	154,852	238	201,837
1904.....	86	45,464	203	198,173	289	243,637
1905.....	134	83,934	268	265,975	402	349,909
1906.....	108	75,967	266	215,545	374	291,512
1907.....	117	62,930	230	106,907	347	329,837
1908.....	74	46,471	105	106,143	239	152,614
1909.....	98	79,208	192	169,547	290	248,755

^a There are no returns of vessels belonging to the British possessions that were sold to foreigners.^b Not distinguished.TABLE 8.—*Number and net tonnage of steam and sail vessels of United Kingdom stricken from register for causes other than sale, 1851-1909.*

Year.	Sailing vessels		Steam vessels.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1861.....	872	184,222	50	13,157	922	197,379
1870.....	1,490	287,917	135	35,703	1,625	323,620
1880.....	848	221,526	148	80,271	996	301,797
1890.....	531	130,243	233	160,424	764	290,667
1894.....	433	85,433	209	157,168	642	242,601
1895.....	473	116,376	210	163,479	683	279,855
1896.....	467	115,165	206	160,791	673	275,956
1900.....	461	82,254	230	154,503	691	236,757
1901.....	470	106,772	307	212,373	777	319,145
1902.....	448	72,610	254	155,960	702	228,576
1903.....	422	74,031	301	230,994	743	305,025
1904.....	397	60,604	306	209,369	703	269,973
1905.....	372	75,740	357	228,517	729	304,257
1906.....	387	68,434	363	226,489	750	288,923
1907.....	440	62,367	347	250,952	787	313,319
1908.....	364	55,369	338	236,034	702	291,423
1909.....	365	60,325	284	243,517	649	303,842

TABLE 9.—*Trade of shipping of United Kingdom and men employed in various trades, 1849-1909.*

[This return, prepared by the registrar-general of seamen, can not be given for earlier years. It includes Channel Islands vessels. The home trade signifies on the coasts of the United Kingdom or to ports between the limits of the River Elbe and Brast. The foreign trade signifies to ports beyond such limits. No foreign-going vessel is included which has not been so reported within four years, and no home-trade vessel which has not been reported within one year. It is possible that some vessels may be included which have ceased to exist or are no longer employed as British vessels, but every endeavor is made to ascertain and strike off such vessels. With respect to the crews, a very small deduction ought to be made for the case of men who join a fresh ship immediately on their discharge from the former one which happens to remain in port.]

IN THE HOME TRADE.

Year	Sailing vessels.			Steam vessels.			Total.		
	Num-ber.	Tons	Men em-ployed, exclu-sive of masters.	Num-ber.	Tons.	Men em-ployed, exclu-sive of masters.	Num-ber.	Tons.	Men em-ployed, exclu-sive of masters.
1849.....	9,298	665,726	40,208	312	54,089	4,442	9,610	719,815	44,650
1850.....	8,830	666,967	38,527	520	54,196	4,491	9,150	721,153	43,018
1851.....	10,848	821,079	39,163	402	62,251	6,416	11,250	913,333	45,579
1852.....	11,598	766,742	40,208	a 1,071	170,740	11,445	12,669	937,488	51,710
1853.....	10,677	639,501	35,839	1,317	239,358	14,088	11,994	929,359	49,927
1854.....	8,894	576,147	b 37,618	2,004	325,032	22,850	10,508	900,229	b 60,463
1855.....	7,495	479,744	b 31,757	2,633	460,477	b 30,424	10,128	889,241	b 62,181
1856.....	6,203	378,957	b 23,734	3,545	508,359	b 40,283	9,748	887,316	b 64,022
1857.....	5,853	356,052	b 22,137	3,905	492,108	b 40,025	9,455	848,160	b 62,762
1858.....	5,602	340,373	b 21,144	3,759	511,217	b 42,022	9,361	851,650	b 63,763
1859.....	5,430	327,323	b 20,363	3,932	538,518	b 44,380	9,371	865,941	b 64,743
1860.....	5,407	325,176	b 19,964	4,036	541,702	b 46,451	9,443	866,878	b 65,415
1861.....	5,250	314,112	b 19,346	4,135	541,958	b 46,366	9,415	856,070	b 65,712
1862.....	5,217	305,976	b 19,127	4,358	583,836	b 48,986	9,775	889,812	b 68,113
1863.....	5,044	294,557	b 18,389	4,661	643,551	b 52,558	9,703	940,138	b 71,247
1864.....	4,903	283,867	b 17,795	4,890	626,103	b 55,014	9,793	909,970	b 72,809
1865.....	4,777	273,858	b 17,279	4,954	645,763	b 55,395	9,731	919,621	b 72,674

PARTLY IN THE HOME AND PARTLY IN THE FOREIGN TRADE.

1849.....	1,897	281,951	12,715	20	5,539	262	1,917	287,490	12,977
1850.....	1,487	222,341	10,291	20	5,298	396	1,507	227,639	10,687
1851.....	1,366	226,556	8,700	80	20,803	1,731	1,446	256,359	10,431
1852.....	1,585	233,682	9,988	234	108,812	4,221	1,819	392,495	14,209
1853.....	988	132,534	4,989	179	68,598	2,700	1,167	201,132	7,689
1854.....	381	50,991	b 2,210	250	133,563	b 4,386	631	184,554	b 6,605
1855.....	222	26,721	b 1,210	329	238,633	b 6,444	551	265,354	b 7,654
1856.....	134	15,936	b 719	267	201,542	b 4,930	401	217,478	b 5,649
1857.....	130	14,353	b 691	285	236,569	b 6,101	415	253,922	b 6,762
1858.....	113	12,820	b 609	280	314,133	b 7,330	402	326,953	b 7,939
1859.....	100	13,818	b 503	242	284,696	b 6,852	342	298,514	b 7,415
1860.....	76	10,134	b 441	204	241,380	b 5,585	280	251,523	b 6,026
1861.....	65	28,856	b 739	293	351,077	b 7,701	338	379,933	b 8,440
1862.....	77	10,384	b 430	308	390,875	b 8,586	385	401,259	b 9,025
1863.....	59	7,136	b 320	230	240,938	b 5,362	298	248,074	b 5,682
1864.....	53	10,284	b 332	248	270,524	b 6,022	301	280,808	b 6,354
1865.....	51	6,594	b 283	306	410,740	b 8,057	357	417,334	b 9,240

a A large number of vessels under this head are tugboats, for which no returns were received prior to the year 1870.

b Includes masters and pilots as well as Lascars and Asiatics.

TABLE 9.—*Trade of shipping of United Kingdom and men employed in various trades, 1849-1909—Continued.*

IN THE FOREIGN TRADE.

Year.	Sailing vessels			Steam vessels.			Total		
	Number.	Tons.	Men employed, exclusive of masters.	Number.	Tons.	Men employed, exclusive of masters.	Number.	Tons.	Men employed, exclusive of masters.
1849	6,612	2,040,344	91,242	82	48,693	3,742	6,694	2,089,037	94,984
1850	7,149	2,143,231	93,912	86	45,186	3,813	7,235	2,188,420	97,725
1860	6,876	2,804,610	97,624	447	277,437	17,958	7,323	3,082,047	115,582
1870	6,757	3,468,717	90,954	935	700,410	33,089	7,692	4,169,127	130,047
1880	4,518	2,924,407	67,840	2,293	2,289,179	67,516	6,811	5,213,586	135,356
1890	2,295	2,267,434	41,381	3,601	1,503,119	124,651	5,896	6,530,553	169,035
1895	1,765	2,230,285	38,639	3,661	5,479,968	132,012	5,426	7,710,253	170,651
1900	1,143	1,594,838	25,850	3,613	6,095,575	131,921	4,786	8,290,413	177,777
1901	1,043	1,468,785	23,661	3,658	6,053,029	131,755	4,701	8,422,411	178,519
1902	984	1,392,539	22,426	3,679	7,231,559	130,422	4,663	8,627,098	181,818
1903	930	1,328,474	21,312	3,770	7,574,915	164,467	4,700	8,903,389	185,779
1904	800	1,234,248	19,469	3,890	7,925,773	168,579	4,766	9,160,021	188,048
1905	771	1,125,473	17,482	3,947	8,236,285	172,052	4,718	9,361,755	189,534
1906	712	1,049,108	16,056	4,044	8,695,598	177,597	4,766	9,744,701	193,653
1907	658	944,191	14,530	4,105	9,150,356	185,807	4,743	10,100,547	200,217
1908	559	846,439	12,408	4,012	9,131,366	184,159	4,598	9,977,796	198,565
1909	485	736,955	10,772	3,960	9,066,891	181,021	4,445	9,803,816	192,593

TOTAL OF VARIOUS TRADES.

1849	17,807	2,988,021	141,165	414	108,321	8,146	18,221	3,096,342	152,611
1850	17,466	3,032,532	142,730	426	104,080	8,700	17,892	3,137,212	151,430
1860	19,090	3,852,246	145,487	929	399,491	26,105	20,019	4,251,739	171,692
1870	19,940	4,519,141	147,207	2,240	1,039,969	48,755	22,189	5,559,110	195,962
1880	10,183	3,750,442	108,608	3,789	2,594,135	84,304	19,972	6,344,577	192,972
1890	11,570	2,893,572	84,218	5,865	5,021,704	151,890	17,425	7,915,336	230,108
1895	9,482	2,736,770	71,606	6,023	6,125,078	168,880	16,105	8,301,848	240,186
1900	7,480	1,989,731	50,309	7,455	7,406,476	197,139	14,395	9,395,207	247,448
1901	7,026	1,839,190	46,402	7,548	7,685,306	201,481	14,574	9,524,496	247,973
1902	6,669	1,745,732	44,179	7,727	8,059,960	209,361	14,426	9,865,701	253,540
1903	6,469	1,660,716	42,238	7,944	8,368,129	215,609	14,413	10,067,844	257,937
1904	6,349	1,569,553	39,874	8,130	8,708,561	219,015	14,479	10,278,422	259,489
1905	6,146	1,468,441	37,507	8,375	9,129,390	220,119	14,521	10,597,761	263,086
1906	6,066	1,366,468	35,622	8,710	9,670,304	223,169	14,746	11,035,772	270,791
1907	5,741	1,245,014	33,050	9,005	10,042,845	244,087	14,746	11,288,760	277,146
1908	5,512	1,140,581	30,535	9,180	10,027,993	245,186	14,692	11,168,574	276,721
1909	5,313	1,017,437	28,334	9,220	10,123,394	245,973	14,533	11,140,801	274,807

a Includes masters and pilots as well as Lascars and Asiatics.

TABLE 10.—*Combined entries and clearances of vessels in foreign and colonial trade of United Kingdom, 1814-1909, with British percentage of total.*

Year.	British.	Foreign.	Per cent British.	Total.
	<i>Net tons</i>	<i>Net tons.</i>		<i>Net tons.</i>
1814	3,722,825	1,137,920	77	4,860,745
1820	4,478,063	799,302	85	5,277,365
1830	4,232,189	1,517,196	74	5,750,385
1840	6,496,485	2,040,182	69	8,536,667
1850	9,442,544	5,062,620	65	14,505,164
1860	13,014,023	10,774,360	56	24,688,382
1870	25,075,180	11,568,002	68	36,643,182
1880	41,348,984	17,387,079	70	58,736,063
1890	59,073,112	20,310,757	73	79,383,869
1895	58,691,926	21,847,248	73	80,539,174
1900	62,710,836	35,812,857	64	98,523,693
1901	62,789,841	34,561,172	64	97,351,013
1902	64,902,807	34,900,812	65	99,872,719
1903	69,211,973	36,407,871	66	105,619,844
1904	60,654,387	38,735,763	61	108,390,150
1905	70,963,087	41,077,647	63	112,040,734
1906	70,465,979	44,324,331	63	120,790,310
1907	81,308,442	51,968,278	61	133,276,720
1908	77,860,772	53,576,424	59	131,446,196
1909	79,763,971	53,503,711	59	133,267,682

2. PROGRESS OF GERMAN SHIPPING.

TABLE 1.—Number and tonnage of the sail and steam vessels, together with number of crews, of the German maritime states and the German Empire, 1885-1910.

[Handbuch für die Deutsche Handels-Marine.]

HAMBURG.

Year.	Sailing vessels				Steam vessels.				Total.			
	Number.	Gross tons.	Net tons.	Crew.	Number.	Gross tons.	Net tons.	Crew.	Number.	Gross tons.	Net tons.	Crew.
1885....	203	.....	132,025	3,401	187	.....	186,546	5,495	480	.....	319,471	8,899
1890....	262	.....	156,204	3,233	258	.....	293,535	7,987	520	.....	449,739	11,220
1895....	431	.....	193,915	3,793	358	.....	406,881	11,500	789	.....	600,826	15,293
1900....	411	235,833	222,119	3,842	435	993,709	624,245	13,888	846	1,229,542	846,654	17,739
1904....	408	252,233	263,874	4,288	600	1,574,351	378,915	22,352	1,008	1,850,587	1,242,789	26,640
1905....	542	295,058	276,080	4,498	597	1,570,700	380,807	21,811	1,139	1,866,748	1,256,887	26,300
1906....	557	297,031	276,442	4,512	650	1,734,422	401,163	24,446	1,207	2,031,453	1,357,605	28,958
1908....	504	297,127	275,980	4,492	697	2,022,140	425,463	28,032	1,201	2,319,967	1,531,443	32,524
1909....	608	297,235	275,618	4,560	707	2,079,047	428,278	27,877	1,315	2,376,282	1,563,896	32,446
1910....	621	304,293	281,850	4,678	701	2,113,322	436,020	28,336	1,322	2,417,615	1,586,876	33,014

BREMEN.

1885....	250	.....	215,312	3,816	112	.....	101,891	4,023	362	.....	317,203	7,839
1890....	208	.....	192,357	3,003	130	.....	156,006	6,107	338	.....	348,453	9,110
1895....	217	.....	198,084	2,823	191	.....	228,406	7,583	408	.....	426,490	10,446
1900....	247	213,840	202,742	3,062	273	510,020	306,591	9,828	520	723,860	509,333	12,850
1904....	266	200,690	197,212	3,037	359	602,457	482,128	15,064	625	1,012,147	679,340	13,101
1905....	261	203,910	191,322	3,098	371	833,302	502,548	15,868	632	1,037,212	693,870	18,964
1906....	245	188,690	176,714	2,893	378	850,225	516,611	16,075	623	1,044,915	693,225	18,968
1908....	261	183,088	170,693	2,739	465	1,112,769	608,541	19,921	726	1,295,857	889,104	22,690
1909....	262	173,128	161,632	2,611	462	1,125,911	676,213	20,230	724	1,299,039	837,245	22,841
1910....	254	155,962	144,763	2,405	465	1,175,254	705,168	20,858	719	1,331,216	849,931	23,263

PRUSSIA.

1885....	2,387	.....	343,055	13,076	302	.....	106,343	3,721	2,689	.....	449,298	16,797
1890....	1,818	.....	204,449	8,235	368	.....	146,610	4,560	2,216	.....	351,059	12,795
1895....	1,610	.....	128,370	5,905	419	.....	164,479	5,130	2,035	.....	292,849	11,095
1900....	1,561	92,123	78,882	5,064	514	314,844	191,585	6,403	2,075	409,967	270,467	11,407
1904....	1,500	84,737	70,937	4,990	557	353,928	212,338	6,922	2,117	438,663	283,275	11,912
1905....	1,561	80,716	66,946	5,003	570	362,800	216,247	7,225	2,137	443,516	283,193	13,228
1906....	1,560	80,613	66,586	5,009	507	383,340	227,337	7,587	2,157	463,962	293,923	12,686
1908....	1,603	82,761	66,046	5,499	615	373,795	217,135	7,573	2,218	456,556	284,081	13,072
1909....	1,607	81,037	64,905	5,453	631	379,161	218,148	7,709	2,238	460,198	283,053	13,162
1910....	1,616	80,168	63,291	5,478	631	386,601	222,977	7,673	2,247	466,862	286,271	13,151

OTHER NORTH SEA AND BALTIC STATES.

1885....	3,061	.....	532,108	18,794	351	.....	125,506	4,469	3,415	.....	657,614	23,173
1890....	2,309	.....	354,249	12,202	427	.....	168,280	5,325	2,736	.....	522,529	17,527
1895....	1,973	.....	268,795	9,127	404	.....	197,760	6,116	2,467	.....	466,554	15,243
1900....	1,808	182,181	162,768	6,981	586	360,107	210,406	7,325	2,394	542,288	382,264	14,306
1904....	1,769	130,642	121,242	6,227	662	462,924	278,047	8,621	2,431	602,566	399,880	14,948
1905....	1,763	129,166	111,123	6,275	677	484,547	290,717	9,068	2,454	613,713	401,840	15,343
1906....	1,756	118,323	100,661	6,329	734	530,765	317,701	9,782	2,490	649,088	418,362	16,096
1908....	1,794	106,058	87,109	6,027	762	561,538	332,779	10,042	2,554	667,596	419,888	16,660
1909....	1,815	106,137	85,844	6,819	784	574,406	338,510	10,344	2,590	680,543	424,263	17,163
1910....	1,833	104,606	84,137	7,012	781	576,700	339,363	10,227	2,614	681,396	422,500	17,239

GERMAN EMPIRE.

1885....	5,994	.....	1,223,400	30,090	952	.....	520,186	17,708	6,046	.....	1,743,586	56,708
1890....	4,627	.....	907,259	20,673	1,183	.....	764,521	23,979	5,810	.....	1,671,780	50,652
1895....	4,237	.....	789,194	21,748	1,462	.....	1,057,525	30,329	5,699	.....	1,846,719	52,077
1900....	4,027	713,977	666,511	18,909	1,808	2,178,689	1,341,917	37,444	5,835	2,905,666	2,008,428	56,353
1904....	4,003	716,302	653,265	18,537	2,138	3,193,663	1,952,028	52,959	6,271	3,909,965	2,605,293	71,601
1905....	4,129	709,760	645,471	18,834	2,221	3,251,439	1,990,319	53,972	6,362	3,961,189	2,635,790	72,846
1906....	4,118	684,687	620,401	18,873	2,359	3,504,761	2,142,812	57,890	6,477	4,189,418	2,662,397	70,708
1908....	4,252	660,034	600,598	19,357	2,521	4,070,242	2,473,918	65,568	6,789	4,730,970	3,074,516	84,925
1909....	4,262	657,537	587,399	19,452	2,584	4,158,525	2,521,158	66,160	6,876	4,816,062	3,108,457	85,612
1910....	4,324	645,110	573,044	19,573	2,581	4,251,970	2,572,534	67,094	6,905	4,897,089	3,145,578	86,667

3. PROGRESS OF JAPANESE SHIPPING.

TABLE 1.—Number and gross and net tonnage of steam and number and net tonnage of sail vessels of Japan, 1890-1909.

[Bureau Veritas.]

Year.	Steam vessels.			Sailing vessels.		Total.	
	Number	Gr. tons.	Net tons.	Number.	Net tons	Number.	Tons. ^a
1890.....	147	123,279	76,412	104	27,721	251	151,000
1895.....	242	274,650	172,477	255	37,655	497	312,314
1900.....	338	477,811	286,839	1,063	117,364	1,401	594,675
1904.....	556	645,978	403,043	1,582	184,220	2,138	830,198
1905.....	502	843,710	537,342	1,336	166,723	1,838	1,010,433
1906.....	582	962,701	611,189	1,324	166,976	1,906	1,129,677
1907.....	628	1,040,543	666,108	1,332	168,374	1,960	1,208,917
1908.....	626	1,070,170	682,501	1,326	165,029	1,952	1,242,090
1909.....	614	1,005,427	697,253	1,372	170,781	1,986	1,266,208

^a Steam vessels, gross tons; sail vessels, net tons.

TABLE 2.—Number and tonnage of Japanese merchant vessels registered, 1895-1909.

[Official Japanese list.]

Tonnage.	Steam vessels.			Sailing vessels.			Total.		
	No.	Gr. tons.	Net tons.	No.	Gr. tons.	Net tons.	No.	Gr. tons.	Net tons.
1895.....	3	14,000	9,252	.....	.....	.....	3	14,000	9,252
4,000 tons or over.....	111	228,302	144,188	1	1,221	1,148	112	229,523	145,336
1,000 to 4,000 tons.....	414	88,472	54,324	.....	28,100	26,415	586	116,572	80,739
Under 1,000 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	528	331,374	207,764	173	29,321	27,563	701	360,695	235,327
1898.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,000 tons or over.....	16	95,051	58,172	.....	.....	.....	16	95,051	58,172
1,000 to 4,000 tons.....	128	262,035	163,985	2	2,740	2,090	130	264,775	166,075
Under 1,000 tons.....	530	107,149	65,681	1,308	146,659	137,703	1,838	263,808	203,444
Total.....	674	464,235	287,838	1,310	149,399	139,853	1,984	613,634	427,691
1899.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,000 tons or over.....	10	111,502	68,035	.....	.....	.....	19	111,502	68,035
1,000 to 4,000 tons.....	139	270,838	169,900	2	2,740	2,090	131	273,578	171,990
Under 1,000 tons.....	423	102,454	62,962	1,029	143,348	134,747	1,372	245,802	197,799
Total.....	491	484,554	300,897	1,031	146,088	136,837	1,523	630,942	437,734
1900.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,000 tons or over.....	20	118,348	72,160	.....	.....	.....	20	118,348	72,160
1,000 to 4,000 tons.....	139	292,190	183,857	1	1,524	945	140	293,714	184,802
Under 1,000 tons.....	351	105,755	64,669	1,107	153,139	143,960	1,468	268,894	208,609
Total.....	510	516,293	320,676	1,108	154,663	144,895	1,618	670,956	405,571
1901.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,000 tons or over.....	23	136,037	83,123	.....	.....	.....	23	136,037	83,123
1,000 to 4,000 tons.....	147	307,602	193,789	.....	.....	.....	147	307,602	193,789
Under 1,000 tons.....	360	112,819	68,763	1,203	165,555	155,519	1,572	278,374	224,272
Total.....	539	556,458	345,665	1,203	165,555	155,519	1,742	722,013	501,184
1902.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,000 tons or over.....	24	140,677	86,536	.....	.....	.....	24	140,677	86,536
1,000 to 4,000 tons.....	158	329,186	208,409	.....	.....	.....	158	329,186	208,409
Under 1,000 tons.....	369	112,071	68,318	1,243	170,721	160,377	1,612	282,792	228,695
Total.....	551	581,934	363,263	1,243	170,721	160,377	1,794	752,655	523,640
1903.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,000 tons or over.....	27	157,206	96,787	.....	.....	.....	27	157,206	96,787
1,000 to 4,000 tons.....	170	354,462	224,937	.....	.....	.....	170	354,462	224,937
Under 1,000 tons.....	386	121,074	73,694	1,223	167,569	157,366	1,609	288,643	231,060
Total.....	583	632,742	395,418	1,223	167,569	157,366	1,806	800,311	552,784

^a The falling off in the number and tonnage of vessels under 1,000 tons for 1899 and since is due to the fact that vessels of 100 tons or less were omitted from the tables for those years.

TABLE 2.—*Number and tonnage of Japanese merchant vessels registered, 1895-1909—Con.*

Tonnage.	Steam vessels.			Sailing vessels.			Total.		
	No.	Gr. tons.	Net tons.	No.	Gr. tons.	Net tons.	No.	Gr. tons.	Net tons.
1904.	34	187,497	117,028	1	2,827	1,418	34	187,497	117,028
4,000 tons or over....	207	444,416	281,487	1,208	165,416	155,374	208	446,703	285,005
1,000 to 4,000 tons....	414	131,896	80,289				1,022	297,342	235,603
Under 1,000 tons.....									
Total.....	655	763,809	481,804	1,209	167,733	156,792	1,864	931,542	638,596
1905.	35	194,971	117,028	1	2,287	1,418	35	194,971	117,028
4,000 tons or over....	257	548,008	341,487	1,218	166,051	155,374	258	550,895	342,807
1,000 to 4,000 tons....	448	157,046	80,289				1,066	323,007	235,603
Under 1,000 tons.....									
Total.....	740	901,225	481,804	1,219	168,338	156,792	1,950	1,060,563	638,596
1906.	40	221,916	117,028	1	2,287	1,418	40	221,916	117,028
4,000 tons or over....	279	597,041	341,487	1,254	169,992	155,374	280	599,327	342,807
1,000 to 4,000 tons....	480	174,346	80,289				1,734	344,388	235,603
Under 1,000 tons.....									
Total.....	799	993,302	481,804	1,255	172,279	156,792	2,054	1,165,581	638,596
1907.	45	244,384	117,028	1	2,287	1,418	45	244,384	117,028
4,000 tons or over....	292	637,945	341,487	1,295	175,825	155,374	293	640,232	342,807
1,000 to 4,000 tons....	511	184,103	80,289				1,806	350,928	235,603
Under 1,000 tons.....									
Total.....	844	1,066,432	481,804	1,296	178,112	156,792	2,144	1,244,544	638,596
1908.	50	290,931	117,028	1	2,287	1,418	50	290,931	117,028
4,000 tons or over....	285	625,792	341,487	1,309	176,861	155,374	286	628,079	342,807
1,000 to 4,000 tons....	520	186,182	80,289				1,829	363,043	235,603
Under 1,000 tons.....									
Total.....	855	1,108,905	481,804	1,310	179,148	156,792	2,165	1,288,053	638,596
1909.	55	334,888	117,028	1	2,287	1,418	55	334,888	117,028
4,000 tons or over....	282	621,598	341,487	1,318	178,011	155,374	283	623,885	342,807
1,000 to 4,000 tons....	532	188,703	80,289				1,850	366,714	235,603
Under 1,000 tons.....									
Total.....	869	1,145,189	481,804	1,319	180,298	156,792	2,188	1,325,487	638,596

APPENDIX I.

BRITISH SHIPPING POLICY.

The following statements illustrate the relations of the British Government to certain forms of British shipping:

1. BRITISH OCEAN-MAIL PAYMENTS FOR 1909-10.

The following extract from the report of the British postmaster-general shows the cost of the foreign and colonial ocean-mail service of the United Kingdom for the British fiscal year ended March 31, 1910.

FOREIGN AND COLONIAL PACKET SERVICE.

Service.	Payment during the year 1909-10.	Amount received.		Cost borne in respect of mails dispatched from the United Kingdom.
		By contributions.	By sea postage for mails dispatched by colonies and foreign countries.	
Europe:				
Dover and Calais.....	£25,000			^a £25,000
Harwich to the Hook of Holland.....	850			850
Newhaven to Dieppe ^b	^c 58			58
Channel Islands and St. Malo and Granville, ^b	^c 41		£26	15
Grimsby and Hamburg ^b	^c 1,800		815	986
London and Hamburg ^b	^c 925		306	619
Liverpool, Malta, and the Levant ^b	^c 80		21	56
United Kingdom and Lisbon ^b	^c 206		23	183
America:				
United Kingdom to United States—				
Cunard service.....	68,000			
White Star service.....	^d 76,785		24,048	125,003
American service.....	^d 4,266			
New York and Bermuda.....	^c 805		10	786
Newfoundland.....	^e 2,000			2,000
Liverpool, Belize, and Mexico ^b	^c 1,048		3	1,045
United Kingdom, West Indies, and Belize, ^b				
United Kingdom, West Indies, and New York.....	^c 17,148		7,557	9,591
United Kingdom and Costa Rica ^b	^c 127		7	120
Southampton to Brazil and River Plate.....	^c 12,273			
Southampton to and from Brazil and River Plate ^b	^c 812		3,915	9,170
Liverpool and Falkland Islands, Liverpool to Callao, Panama to Valparaiso.....	32,000	Falkland Islands.... £2,500	23,113	6,387
Africa:				
United Kingdom and West Coast of Africa.....	15,355	Gold Coast..... 1,560 Sierra Leone..... 1,150 Southern Nigeria..... 1,520 Gambia..... 200 Northern Nigeria..... 170	2,440	13,251
Do. ^b	^c 4,936			
United Kingdom and St. Helena and Ascension.....	5,070	Admiralty..... 780	238	4,052

^a A second service in each direction is provided at the cost of the French post-office.

^b These contracts are for parcel mails only.

^c The payments in these cases depend upon the weight of mails conveyed by the packets.

^d Including payment for sea-sorting accommodation.

^e These sums represent the imperial share of the cost of the services.

1. BRITISH OCEAN-MAIL PAYMENTS FOR 1909-10—Continued.

FOREIGN AND COLONIAL PACKET SERVICE—Continued.

Service.	Payment during the year 1909-10.	Amount received.		Cost borne in respect of mails dispatched from the United Kingdom.
		By contributions.	By sea postage for mails dispatched by colonies and foreign countries.	
Aden and Zanzibar.....	£8,500	.....	£909	£7,591
United Kingdom and Chinde, etc. ^a	6324	.....	34	296
United Kingdom and Morocco ^a	667	.....	8	59
United Kingdom to Canaries, etc.....	500	.....	7	493
Asia and Australasia:				
Brindisi and Bombay, Shanghai and Adelaide.	305,000	India..... £54,588 Ceylon..... 4,852 Straits Settlements..... 6,475 Hongkong..... 11,273 77,188	82,393	145,419
United Kingdom to New Zealand. ^a	63,857	.....	.....	3,857
United Kingdom, Canada, Japan, and Hongkong.	15,000	Canada..... 25,000	.....	25,561
Total: Pounds sterling.....	632,804	.....	71,476	356,881
Dollars.....	3,079,516	.....	799,078	1,663,063

^a These contracts are for parcel mails only.^b The payments in these cases depend upon the weight of mails conveyed by the packets.

NOTE.—In addition to the payments given in detail above, letters, etc., are conveyed abroad by private ships at rates of 1d. per article for a distance not exceeding 300 miles, and 1d. per article over that distance. The total amount so paid at present is about £3,000 a year.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 TO 1907-8.

[Taken from information published by the British Government.]

	1840-41.	1841-42	1842-43.	1843-44.	1844-45.
Hamburg, to and from.....	£17,000	£17,000	£17,000	£17,000	£17,000
London: Vigo, Oporto, Lisbon, Cadiz, and Gibraltar.....	29,600	29,600	29,600	29,600	29,600
Liverpool: Halifax, Boston, or New York.....	45,000	60,000	80,000	80,000	80,000
Halifax: Bermuda and St. Thomas.....	.....	4,469	4,469	4,469	4,469
Halifax: St. John.....	.....	4,150	4,150	4,150	4,150
West Indies.....	5,600	80,000	240,000	240,000	240,000
Alexandria accelerated service.....	21,600	35,800	34,400	31,817	23,914
Alexandria and Beirut.....	1,560	1,560	1,560	1,560	1,560
England, Alexandria, Ceylon, Calcutta, Hongkong, Sydney, New South Wales, including a branch Marseille and Malta.	.....	.....	.....	.....	12,000
Paid in addition by East India Co.....	.....	.....	.....	.....	70,000
Bombay via Red Sea (British Government's share; rest, not stated, paid by British India Co.).....	50,000	50,000	50,000	50,000	50,000
Total paid by Great Britain and colonies.....	170,360	282,579	461,179	463,362	547,693
Grand total: Pounds sterling.....	170,360	282,579	461,179	463,362	547,693
Dollars.....	829,057	1,375,171	2,244,328	2,254,951	2,665,348

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 TO 1907-8—Continued.

	1845-46.	1846-47	1847-48.	1848-49.	1849-50.
Hamburg, to and from.....	£17,000	£17,000	£17,000	£17,000	£15,000
London: Vigo, Oporto, Lisbon, Cadiz, and Gibraltar.....	29,600	20,500	20,500	20,500	20,500
Liverpool: Halifax, Boston, or New York.....	90,000	85,000	100,000	145,000	145,000
Halifax: Bermuda and St. Thomas.....	4,469	4,469	4,469	4,469	4,460
Halifax: St. John.....	4,150	4,150	4,150	4,150	4,140
West Indies.....	240,000	240,000	240,000	240,000	240,000
Pacific and West Indies: Callao and Valparaiso and Panama.....	15,000	20,000	20,000	20,000	20,000
Alexandria accelerated service.....	28,500	28,500	28,500	28,500	24,000
Alexandria and Beirut.....	1,560	1,560	1,560	1,560	1,560
Suez and Calcutta.....	64,688	64,688	64,688	64,688	64,688
Suez and Calcutta (paid by East India Co.).....	50,312	50,312	50,312	50,312	50,312
Ceylon and Hongkong.....	18,988	25,312	25,312	25,312	25,312
Ceylon and Hongkong (paid by East India Co.).....	19,688	19,688	19,688	19,688	19,688
England, Alexandria, Ceylon, Calcutta.....	13,000	18,525	18,525	18,525	5,000
Hongkong, Sydney, New South Wales, including a branch Marseille and Malta.....	70,000	70,000	70,000	70,000	70,000
Paid in addition by East India Co.....					
Bombay via Red Sea (British Government's share; rest, not stated, paid by British India Co.).....	50,000	50,000	50,000	50,000	50,000
Total paid by Great Britain and colonies.....	718,124	714,704	734,704	779,704	759,060
Grand total: Pounds sterling.....	718,124	714,704	734,704	779,704	759,060
Dollars.....	3,494,751	3,478,108	3,575,438	3,794,430	3,696,905

	1850-51.	1851-52.	1852-53.	1853-54.	1854-55
Postmaster-General reports give no particulars as to ports.....					£775,018 (a)
Hamburg, to and from.....	£17,000	£17,000	£17,000	£18,620	
London: Vigo, Oporto, Lisbon, Cadiz, and Gibraltar.....	20,500	20,500	20,500	20,500	
Liverpool: Halifax, Boston, or New York.....	145,000	145,000	171,361	173,340	
Halifax: Bermuda and St. Thomas.....	4,460	14,600	14,700	14,700	
Halifax: St. John.....	1,140				
West Indies.....	240,000	240,000	240,000	240,000	
West Indies: Extension to Brazil and Buenos Aires.....		30,000	30,000	30,000	
Pacific and West Indies: Callao and Valparaiso and Panama.....	20,000	25,000	25,000	25,000	
Plymouth, etc., from Cape.....		30,730	30,730	30,730	
Cape of Good Hope to Mauritius and Calcutta.....				39,190	
Australia via Cape of Good Hope.....			26,000		
Alexandria accelerated service.....	23,500	23,500	22,500		
Alexandria and Beirut.....	1,560	1,560	1,560		
Suez and Calcutta.....	64,688	64,688	64,688		
Suez and Calcutta (paid by East India Co.).....	50,312	50,312	50,312		
Ceylon and Hongkong.....	25,312	25,312	25,312		
Ceylon and Hongkong (paid by East India Co.).....	19,688	19,688	19,688		
England, Alexandria, Ceylon, Calcutta.....				129,600	
Hongkong, Sydney, New South Wales, including a branch Marseille and Malta.....	70,000	70,000	70,000	70,000	
Paid in addition by East India Co.....					
Bombay via Red Sea (British Government's share; rest, not stated, paid by British India Co.).....	50,000	50,000	50,000	50,000	
West Coast of Africa.....			11,500	23,000	
Total paid by Great Britain and colonies.....	756,160	827,890	890,854	864,680	775,018
Grand total: Pounds sterling.....	756,160	827,890	890,854	864,680	775,018
Dollars.....	3,699,853	4,028,920	4,335,342	4,207,966	3,771,625

(a) See Dover and Calais.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 to 1907-8—Continued.

	1855-56.	1856-57.	1857-58.	1858-59.	1859-60.
Postmaster-General reports give no particulars as to ports.....	£743,746	£759,397	£820,697		
North America.....				^a £101,000	^a £191,000
West Indies.....				^b 293,500	^b 293,500
Plymouth, etc., from Cape.....				32,400	^c 38,000
Australia.....				^d 97,000	^e 90,200
Dover and Calais, Dover and Ostend.....				15,500	18,600
Peninsula.....				^f 20,500	^f 20,500
West Coast of Africa.....				30,000	30,000
East Indies.....				^g 168,000	^g 163,000
Total paid by Great Britain and colonies.....	743,740	759,397	820,697	847,900	844,800
Grand total: Pounds sterling.....	743,746	759,397	820,697	847,900	844,800
Dollars.....	3,619,440	3,695,606	4,023,121	4,126,305	4,111,219

	1860-61.	1861-62.	1862-63.	1863-64.	1864-65
Postmaster-General reports give no particulars as to ports.....			£837,655	£900,610	£796,399
London: Vigo, Oporto, Lisbon, Cadiz, and Gibraltar.....	£5,000				
Liverpool: Halifax, Boston, or New York.....	176,340	£176,340			
Halifax: Bermuda and St. Thomas.....	14,700	14,700			
Halifax: St. John.....					
West Indies.....	270,000	270,000	(^h)		
West Indies: Extension to Brazil and Buenos Aires.....			(^h)		
Pacific and West Indies: Callao and Valparaiso and Panama.....	25,000	25,000			
Plymouth, etc., from Cape.....	33,000	32,400			
Dover and Calais, Dover and Ostend.....	18,000	18,000			
West Coast of Africa.....	30,000	30,000			
Malta and Alexandria, Suez and Bombay, Suez and Calcutta, Bombay and China.....	225,625	249,625			
Point de Galle and Sydney.....	134,673	134,672			
Suez and Mauritius.....		30,000			
Australia to New Zealand Intercolonial.....		22,000			
Total paid by Great Britain and colonies.....	932,338	1,002,737	837,655	900,610	796,399
Grand total: Pounds sterling.....	932,338	1,002,737	837,655	900,610	796,399
Dollars.....	4,537,223	4,879,819	4,076,447	4,382,818	3,876,075

^a £1,500 of this is recovered from the colony of Bahamas. Ports not mentioned.

^b Not mentioned, but apparently for all three services.

^c £32,400 is the contract. £5,000 is added for service within the stipulated time.

^d £97,000 is a moiety, the colony paying the other moiety.

^e £97,000 less penalties for delay.

^f Of this amount £15,500 is recoverable from Indian service.

^g This is the amount payable by the Imperial Government; the balance (not stated) paid by East Indian government.

^h See below for new contract.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 to 1907-8—Continued.

	1865-66	1866-67.	1867-68.	1868-69.	1869-70.
Postmaster-General reports give no particulars as to ports.....	£817,467	£783,845	* £777,097	£1,056,798	£105,000
Liverpool: Halifax, Boston, or New York.....					a 7,887
Liverpool: North German Lloyd.....					b 24,400
Queenstown and Halifax.....					b 8,124
New York and Nassau.....					19,500
Halifax: Bermuda and St. Thomas.....					b 13,500
Halifax: St. John.....					
Pacific and West Indies: Callao and Valparaiso and Panama.....					18,250
Plymouth, etc., from Cape.....					a 21,267
West Coast of Africa.....					20,000
East Indies, China, and Japan.....					450,000
Point de Galle and Sydney.....					130,000
Brazil, regular service.....					33,500
Brazil, additional service, Liverpool to Buenos Aires.....					a 5,418
Brazil, Liverpool to Valparaiso.....					a 4,377
Belize, New Orleans, or Jamaica.....					b 4,500
West Indies, regular service.....					172,914
West Indies, additional service.....					a b 5,556
Total paid by Great Britain and colonies.....	817,467	783,845	777,097	1,056,798	1,044,203
Grand total: Pounds sterling.....	817,467	783,845	777,097	1,056,798	1,044,203
Dollars.....	3,078,202	3,814,581	3,781,742	5,142,907	5,081,613

	1870-71.	1871-72	1872-73.	1873-74.	1874-75.
Postmaster-General reports give no particulars as to ports.....	£1,047,014				
Liverpool: Halifax, Boston, or New York.....	£105,000	£105,000	£105,000	£105,000	£105,000
Liverpool: North German Lloyd.....	a 6,927	a 6,607	a 6,981	a 6,340	a 6,340
Queenstown and Halifax.....	b 24,400	b 24,375	b 21,375	b 24,400	b 24,400
New York and Nassau.....	b 8,708	b 8,708	b 1,000	b 1,000	b 1,000
Halifax: Bermuda and St. Thomas.....	19,500	19,500	19,500	19,500	19,500
Pacific and West Indies: Callao and Valparaiso.....	18,250	a 15,833	a 15,896	a 17,437	a 17,437
Plymouth, etc., from Cape.....	a 25,482	a 27,015	a 28,087	a 30,128	a 30,128
West Coast of Africa.....	20,000	b 6,064	a 9,335	a 7,364	a 7,364
East Indies, China, and Japan.....	450,000	450,000	430,000	430,000	430,000
Point de Galle and Sydney.....	130,000	130,000	(c)	(c)	(c)
Brazil, regular service.....	33,500	33,500	33,500	a 20,828	a 20,828
Brazil, additional service, Liverpool to Buenos Aires.....	a 15,674	a 15,203	a 13,385	a 11,777	a 11,777
Belize, New Orleans, or Jamaica.....	b 7,000			b 7,000	b 7,000
West Indies, regular service.....	172,914	172,914	172,914	a 8,675	a 8,675
West Indies, additional service.....	a b 4,302	a b 11,279	a b 11,173	a b 3,993	a b 3,993
Aden and Zanzibar.....		10,000	10,000	10,000	10,000
Table Bay and Zanzibar.....		20,000	20,000	20,000	20,000
Total.....	1,047,014	1,041,657	1,050,058	901,146	723,112
Paid by South African colonies.....					22,820
Total paid by Great Britain and colonies.....	1,047,014	1,041,657	1,050,058	901,146	746,262
Grand total: Pounds sterling.....	1,047,014	1,041,657	1,056,058	901,146	746,262
Dollars.....	5,095,439	5,060,223	5,130,306	4,385,426	3,631,684

^a Payment depends upon weight carried.

^b Contract with government other than imperial. Amount given is Imperial Government payment.

^c Contract with colonial government. No information.

^d We believe this to be £86,750, but Postmaster-General's account has £8,675.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 TO 1907-8—(continued.)

	1871-76, ^a	1877-78.	1878-79	1879-80.	1880-81
Liverpool: Halifax, Boston, or New York	<i>b</i> £78,750	<i>b</i> £32,211	<i>b</i> £51,873	<i>b</i> £57,477	<i>b</i> £45,311
Liverpool: North German Lloyd	<i>b</i> 11,617	(<i>c</i>)			
Queenstown and Halifax	<i>d</i> 21,400	<i>d</i> 22,314			
New York and Nassau	<i>d</i> 831				
Halifax: Bermuda and St. Thomas	19,500	19,500	17,500	17,500	17,500
Pacific and West Indies: Callao and Valparaiso and Panama	<i>b</i> 17,263	<i>b</i> 16,840	<i>b</i> 12,612	<i>b</i> 5,706	<i>b</i> 4,798
Plymouth, etc., from Cape	<i>b</i> 19,097	(<i>c</i>)	(<i>c</i>)	(<i>c</i>)	(<i>c</i>)
Dover and Calais, Dover and Ostend					15,774
West Coast of Africa	<i>b</i> 8,012	<i>b</i> 7,865	<i>b</i> 8,025	<i>b</i> 7,863	<i>b</i> 7,969
East Indies, China, and Japan	430,000	430,000	430,000	417,325	356,000
Brazil, regular service	<i>b</i> 6,976	<i>b</i> 18,000	<i>b</i> 14,868	<i>b</i> 10,534	<i>b</i> 11,700
Brazil, additional service, Liverpool to Buenos Aires	<i>b</i> 9,701	(<i>f</i>)			
West Indies, regular service	86,750	86,750	86,750	85,188	80,500
West Indies, additional service	11,030	10,650	10,817	10,093	4,282
Aden and Zanzibar	10,000	10,000	10,000	10,000	10,000
Taile Bay and Zanzibar	20,000	20,000	20,000	20,000	20,000
Cyprus and Alexandria					<i>d</i> 9,000
Malta and Syracuse					<i>d</i> 2,000
Total	763,927	674,302	662,115	641,686	605,494
Paid by Australian colonies	11,606				
Paid by South African colonies	21,550	43,232	62,868	73,875	87,282
Total paid by Great Britain and colonies	797,083	717,534	725,983	715,561	692,776
Grand total: Pounds sterling	797,083	717,534	725,983	715,561	692,776
Dollars	3,879,001	3,491,879	3,529,735	3,482,277	3,371,394

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
Liverpool: Halifax, Boston, or New York	<i>b</i> £74,722	<i>b</i> £92,523	<i>b</i> £91,118	<i>b</i> £96,800	<i>b</i> £96,520
Halifax: Bermuda and St. Thomas	17,500	17,500	17,500	17,500	4,375
Pacific and West Indies: Callao and Valparaiso and Panama	<i>b</i> 2,018	<i>b</i> 2,657	<i>b</i> 2,871	<i>b</i> 3,418	<i>b</i> 3,386
Plymouth, etc., from Cape	(<i>c</i>)	(<i>c</i>)	<i>d</i> 640	<i>d</i> 2,774	<i>d</i> 2,774
Dover and Calais, Dover and Ostend	17,800	16,117	16,238	16,334	18,055
West Coast of Africa	<i>b</i> 8,462	<i>b</i> 8,308	<i>b</i> 8,865	<i>b</i> 9,082	<i>b</i> 8,334
East Indies, China, and Japan	358,000	358,000	359,100	360,000	360,468
Brazil, regular service	<i>b</i> 11,338	<i>b</i> 12,165	<i>b</i> 11,723	<i>b</i> 13,256	<i>b</i> 12,065
West Indies, regular service	80,500	80,500	80,500	80,500	87,025
West Indies, additional service	3,931	3,541	1,757	3,279	2,065
Aden and Zanzibar	10,000	6,024	10,000	10,000	10,000
Cyprus and Alexandria	7,494	7,859	8,230	5,313	
Malta and Syracuse	<i>d</i> 2,000	<i>d</i> 1,500	<i>d</i> 928	<i>d</i> 620	
Total	592,705	607,381	604,831	619,166	606,567
Paid by New Zealand			60,467	59,681	56,451
Paid by South African colonies	99,474	102,381	85,400	72,708	77,272
Total paid by Great Britain and colonies	692,179	709,765	750,698	751,555	740,290
Grand total: Pounds sterling	692,179	709,765	750,698	751,555	740,290
Dollars	3,368,459	3,434,070	3,653,271	3,657,411	3,602,621

^a Part of 1877.^b Payment depends upon weight carried.^c After this all mails to North America included above^d Contract with government other than imperial. Amount given is Imperial Government payment.^e Contract with colonial government. No information.^f Steamer from Liverpool and Southampton, both treated as regular steamers.^g Amount £170,000 covers colonial and imperial payment.^h These payments are made to mail steamers for calling with mails to St. Helena and Ascension.ⁱ Postmaster-General in his report states (service provided by foreign office): We have continued payment as previously reported.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 TO 1907-8—Continued.

	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.
Liverpool: Halifax, Boston, or New York.	a £92,233	a £82,741	a £95,170	a £97,500	a £99,152
Halifax: Bermuda and St. Thomas.	300	300	325	621	648
Pacific and West Indies: Callao and Valparaiso and Panama.	a 3,416	a 3,160	a 3,397	a 4,080	a 4,167
Plymouth, etc., from Cape.	b 2,774	b 2,774	b 2,733	b 2,733	b 2,733
Australia.	c 170,000	c 170,000	c 170,000	c 170,000	c 170,000
Dover and Calais, Dover and Ostend.	17,894	16,940	17,504	17,117	16,933
West Coast of Africa.	a 9,365	a 9,369	a 9,812	a 9,824	a 9,866
East Indies, China, and Japan.	205,000	205,000	205,000	205,000	205,000
Brazil, regular service.	a 14,822	a 16,793	a 22,104	a 21,132	a 23,817
West Indies, regular service.	90,169	90,000	90,000	90,000	92,709
West Indies, additional service.	3,022	3,968	3,071	1,510	559
Aden and Zanzibar.	d 10,000	d 10,000	d 10,000	d 10,000	d 10,000
Newfoundland.	e 4,000	e 4,000	e 4,000	e 4,000	e 4,000
Total.	604,025	501,045	519,176	693,217	699,584
Paid by North American colonies.					70,918
Paid by New Zealand.	54,070	45,318	40,951	41,310	28,435
Paid by South African colonies.	72,488	77,140	55,673	52,975	53,355
Total paid by Great Britain and colonies.	730,583	620,503	621,800	787,502	852,292
Admiralty subventions.		13,000	22,380	39,410	52,928
Grand total: Pounds sterling.	730,583	639,503	644,180	826,912	910,220
Dollars.	3,555,382	3,112,141	3,134,901	4,024,160	4,429,588

	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Liverpool: Halifax, Boston, or New York.	a £99,024	a £104,231	a £105,500	a £105,200	a £90,400
Halifax: Bermuda and St. Thomas.	561	590	600	660	670
Pacific and West Indies: Callao and Valparaiso and Panama.	a 4,895	a 5,195	a 5,040	a 5,780	a 5,380
Plymouth, etc., from Cape.	b 612	(f)	b 1,050	b 3,900	b 3,900
Australia.	c 170,000	c 170,000	c 170,000	c 170,000	c 170,000
Dover and Calais, Dover and Ostend.	17,088	17,537	18,637	25,000	25,000
West Coast of Africa.	a 10,437	a 11,772	a 12,620	a 13,985	a 15,813
East Indies, China, and Japan.	205,000	205,000	205,000	205,000	205,000
Brazil, regular service.	a 21,907	a 22,475	a 21,290	a 22,725	a 22,838
West Indies, regular service.	85,000	85,000	85,000	85,000	81,250
West Indies, additional service.	532	354	374	409	410
Aden and Zanzibar.	d 10,000	d 10,000	9,000	9,000	9,000
Newfoundland.	e 4,000	e 4,000	e 4,000	e 4,000	e 3,000
Canada and China.	43,973	60,000	60,000	60,000	60,000
Total.	733,032	759,154	761,411	770,669	752,666
Paid by North American colonies.	70,918	70,918	79,918	71,098	62,258
Paid by New Zealand.	12,511	10,056	10,704	10,390	10,478
Paid by South African colonies.	53,492	53,510	71,033	89,261	90,301
Total paid by Great Britain and colonies.	809,953	890,638	914,066	941,318	915,703
Admiralty subventions.	60,306	60,000	21,972	33,847	45,473
Grand total: Pounds sterling.	930,259	950,638	936,038	975,165	961,176
Dollars.	4,527,107	4,626,279	4,555,229	4,745,639	4,677,562

a Payment depends upon weight carried.

b These payments are made to mail steamers for calling with mails to St. Helena and Ascension.

c These payments are for mails via Brindisi or Naples and Adelaide. Mails via Aden and Brisbane, San Francisco, and Sydney are under Canadian contract.

d Postmaster-General in his report states (service provided by foreign office): We have continued payment as previously reported.

e Contract with government other than imperial. Amount given is Imperial Government payment.

f Under discussion.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 to 1907-8—Continued.

	1896-97.	1897-98.	1898-99.	1899-1900.	1900-1901.
Liverpool: Halifax, Boston, or New York.	£100,518	£107,694	£126,792	£113,640	£117,655
Halifax or New York: Bermuda and St. Thomas.	720	773	892	960	957
Pacific and West Indies: Callao and Valparaiso and Panama.	a 5,850	a 7,373	a 5,870	6,922	27,454
Cape of Good Hope.	b 3,900	b 3,900	b 3,900	3,900	3,900
Australia.	c 170,000	c 169,611	c 169,200	169,700	169,200
Dover and Calais, Dover and Ostend.	25,000	25,000	25,000	24,730	24,900
West Coast of Africa.	a 15,617	a 16,411	a 19,286	15,355	15,355
East Indies, China, and Japan.	265,000	(d)	(d)		
Brazil, regular service.	a 26,145	a 28,807	a 38,907	27,859	a 10,539
West Indies, regular service.	80,000	80,000	79,500	80,000	80,000
West Indies, additional service.	440				
Aden and Zanzibar.	9,000	9,000	9,000	9,000	9,000
Newfoundland.	e 2,000	e 2,000	e 2,000	2,000	2,000
Canada and China.	60,000	60,000	60,000	59,500	60,000
Brindisi, Bombay, and Shanghai.		261,160	213,600	245,000	215,000
Harwich, and Hook of Holland.			550	867	850
Total.	764,220	771,732	784,497	759,433	f 774,797
Paid by North American colonies.	63,008	88,008	88,991	c 73,243	(h)
Paid by New Zealand.	10,512	18,012	20,678	20,678	
Paid by South African colonies.	91,598	92,700	93,700	94,700	
Total paid by Great Britain and colonies.	920,338	970,452	987,866	948,054	(A)
Admiralty subventions.	48,620	48,600	48,600	65,000	
Grand total: Pounds sterling.	977,958	1,019,052	1,036,466	1,013,054	
Dollars.	4,759,231	4,959,216	5,123,772	4,923,442	

	1901-2.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1907-8.	Total.
Postmaster - General reports give no particulars as to ports.								£10,121,773
Hamburg, to and from.								237,620
London: Vigo, Oporto, Lisbon, Cadiz, and Gibraltar.								346,000
North America.								382,000
Liverpool: Halifax, Boston, or New York.	a £110,543		£133,901	£135,021	£141,073	£143,356	£160,102	5,540,631
Liverpool: North German Lloyd.								45,359
Queenstown and Halifax.								168,694
New York and Nassau.								28,371
Halifax or New York: Bermuda and St. Thomas.	1,094		1,400	1,618	1,130	837	854	368,568
Halifax: St. John.								84,380
West Indies.								4,092,600
West Indies: Extension to Brazil and Buenos Aires.								60,000
Pacific and West Indies: Callao and Valparaiso and Panama.	32,780		32,000	32,000	32,000	32,000	32,000	608,024
Cape of Good Hope.	3,900		4,890	5,070	5,070	5,070	5,220	457,183
Plymouth, etc., from.								39,190
Australia.	169,800		169,750	70,800				2,635,421
Australia, via Cape of Good Hope.								26,000
Alexandria accelerated service.								364,707
Alexandria and Beirut.								20,280
Suez and Calcutta.								533,676
Suez and Calcutta (paid by East India Co.).								402,406
Ceylon and Hongkong.								196,169
Ceylon and Hongkong (paid by East India Co.).								157,504

a Payment depends upon weight carried.

b These payments are made to mail steamers for calling with mails to St. Helena and Ascension.

c These payments are for mails via Brindisi or Naples and Adelaide. Mails via Aden and Brisbane, San Francisco, and Sydney are under Canadian contract.

d See Brindisi, Bombay, and Shanghai.

e Under discussion.

f Including minor payments not specified.

g Postmaster-General in his report states (service provided by foreign office): We have continued payment as previously reported.

h Figures for these years not available at present.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 TO 1907-8—Continued.

	1901-2.	1902-3	1903-1.	1901-5.	1905-6	1906-7.	1907-8.	Total.
England, Alexandria, Ceylon, Calcutta (paid in addition by East India Co.).								£215,175
Hongkong, Sydney, New South Wales, including a branch Marseille and Malta (paid in addition by East India Co.).								700,000
Bombay, via Red Sea (British Government share, rest not stated paid by British India Co.).								700,000
Dover and Calais, Dover and Ostend.	£21,990		£25,000	£25,000	£25,000	£25,000	£25,000	632,808
Peninsula.								41,000
West Coast of Africa.	15,355		15,355	15,355	15,355	15,355	15,355	578,003
East Indies.								331,000
East Indies, China, and Japan.								9,080,093
Malta and Alexandria, Suez and Bombay, Suez and Calcutta, Bombay and China.								475,250
Point de Galle and Sydney								659,315
Suez and Mauritius.								30,000
Australia to New Zealand								22,000
Intercolonial.								703,759
Brazil, regular service.	a 10,505		10,589	11,373	11,830	12,126	12,651	
Brazil, additional service, Liverpool to Buenos Aires.								71,218
Brazil, Liverpool to Valparaiso.								4,377
Belize, New Orleans, or Jamaica.								18,500
West Indies, regular service.	70,880		87,052	84,500	21,125	1,288	11,804	3,095,891
West Indies, additional service.								113,207
Aden and Zanzibar.	9,000		9,000	9,000	9,000	9,000	9,000	222,024
Table Bay and Zanzibar.								160,000
Cyprus and Alexandria.								37,907
Malta and Syracuse.								7,048
Newfoundland.	2,000		2,000	2,000	2,000	2,000	2,000	49,000
Canada and China.	59,700		60,000	60,000	60,000	60,000	50,400	942,573
Brindisi, Bombay, and Shanghai.	245,000		245,000	331,617	340,000	310,000	345,011	2,831,418
Hawitch, and Hook of Holland.	850		850	850	850	850	850	7,377
Total.	b 775,269		b 805,322	b 789,839	b 676,170	b 662,318	b 687,514	b 48,008,291
Paid by North American colonies.								730,188
Paid by New Zealand.								519,702
Paid by Australian colonies.	(d)	(d)	(d)	(d)	(d)	(d)	(d)	11,606
Paid by South African colonies.								1,790,788
Total paid by Great Britain and colonies.								51,960,578
Admiralty subventions.	(d)	(d)	(d)	(d)	(d)	(d)	(d)	565,136
Grand total:								52,525,714
Pounds sterling.								255,590,124
Dollars.								

a Payment depends upon weight carried.

b Including minor payments not specified.

c Contract with government other than imperial. Amount given is Imperial Government payment.

d Figures for these years not available at present.

3. BRITISH RESERVE MERCHANT CRUISERS

VOTE 8--SHIPBUILDING, REPAIRS, MAINTENANCE, ETC.

	Estimates	
	1910-11	1909-10.
<i>I.—Royal reserve of merchant cruisers</i>		
Subvention for right of preemption or hire as armed cruisers or transports ^a	£150,000	£150,000
<i>K.—Purchase of ships, vessels, etc.</i>		
For the purchase of ships and vessels, etc., in some cases with their machinery, armament, steamboats, and stores.....	13,000	40,000
<i>L.—Appropriations in aid.</i>		
Proportion of contribution from Indian government on account of His Majesty's ships in Indian waters	13,000	15,000
Proportion of contribution by the Australian commonwealth and the Dominion of New Zealand on account of naval expenditure	118,700	118,700
Proportion of contribution toward the general maintenance of the navy:		
Cape Colony.....	13,000	13,000
Natal.....	0,900	9,900
Proceeds of sale of old steamboats, machinery, gun mountings, etc.....	13,500	10,470
Total.....	108,000	165,070

^a Exclusive of fittings, armaments, clothing, mess utensils, etc., provided in navy votes

NOTE.—*Reserve merchant cruisers and subsidies payable.*

Name of vessel.	Gross tonnage.	Net tonnage.	I. II. V.	Owner.	Amount payable.
Mauretania.....	31,938	8,948	68,000	} Cunard Co.....	£150,000
Lusitania.....	31,550	9,145	68,000		

In addition to the above the Cunard Company holds all vessels for the time being the property of the company at the disposal of His Majesty's Government for hire or purchase.

4. BRITISH NAVAL RESERVE APPROPRIATIONS.

VOTE 7.—ROYAL NAVAL RESERVES.

- I. *Estimate of the sum which will be required in the year ending March 31, 1910, to defray the expenses of the royal naval reserve, the royal fleet reserve (including seamen pensioner reserve), and the royal naval volunteers, etc.*

[Three hundred and sixty-seven thousand pounds (£367,000).]

II. *Subheads under which this vote will be accounted for.*

	Estimates.		Increase.	Decrease.
	1910-11.	1909-10.		
A.—Royal naval reserve.....	£193,366	£203,677	.....	£10,311
B.—Royal fleet reserve.....	160,200	148,900	£11,300	.....
C.—Royal naval volunteers.....	26,800	21,800	5,000	.....
D.—Reserve of retired officers.....	850	800	50	450
E.—Auxiliary royal naval sick-berth reserve.....	900	1,350	.....	.....
Total.....	382,116	376,527	16,350	10,761
Deduct:				
F.—Appropriations in aid.....	9,616	9,527	89	.....
Balance.....	372,500	367,000	16,261	10,761
Net increase.....			5,500	.....

4. BRITISH NAVAL RESERVE APPROPRIATION—Continued.

III. Details of the foregoing.

Numbers.		ROYAL NAVAL RESERVES ^a		Estimates.	
1909-10.	1910-11.	[Officers, seamen, etc., serving in merchant and fishing vessels, etc.]		1910-11	1909-10.
A.—Expense of the royal naval reserve.					
Pay, allowances, and contingent expenses of royal naval reserve officers while on voluntary service in His Majesty's ships, etc					
For the year:					
15	50	Lieutenants or acting lieutenants.	(Pay, at 10s. per diem each. Messing, at 2s. per diem each. Equipment money, at £20 each.	£11,950	
10	10	Sublieutenants or acting sublieutenants	(Pay, at 5s. per diem each. Messing, at 1s. per diem each. Equipment money, at £15 each.	1,245	
For course of gunnery and torpedo training (estimated at 120 days):					
5	5	Commanders.....	(Pay, at 20s. per diem each. Messing, at 2s. per diem each.	720	
65	75	Lieutenants or acting lieutenants.	(Pay, at 10s. per diem each. Messing, at 2s. per diem each.	5,400	
20	20	Sublieutenants or acting sublieutenants..	(Pay, at 5s. per diem each.. Messing, at 1s. per diem each.	720	
For course of instruction in signals (estimated at 14 days):					
2	2	Commanders.....	(Pay, at 22s. per diem each. Messing, at 2s. per diem each.	31	
12	12	Lieutenants or acting lieutenants.....	(Pay, at 10s. per diem each. Messing, at 2s. per diem each.	101	
6	6	Sublieutenants or acting sublieutenants..	(Pay, at 5s. per diem each.. Messing, at 1s. per diem each.	25	
For temporary service:					
30	25	Lieutenants or acting lieutenants.....	(Pay, at 10s. per diem each. Messing, at 2s. per diem each.	450	
10	10	Sublieutenants, acting sublieutenants, and midshipmen.	(Pay, at 5s. per diem each. Messing, at 1s. per diem each.	90	
20	15	Warrant engineers: Pay, 8s. 6d. per diem each.		191	
For course of instruction at a home dockyard (estimated at 91 days):					
2	2	Senior engineers....	(Pay, at 20s. per diem each. Provision and lodging allowance, at 5s. per diem each. Messing, at 2s. per diem each.	215	
5	3	Engineers.....	(Pay, at 17s. per diem each. Provision and lodging allowance, at 5s. per diem each. Messing, at 2s. per diem each.	328	
3	2	Assistant engineers..	(Pay, at 11s. per diem each. Provision and lodging allowance, at 4s. per diem each. Messing, at 1s. per diem each.	146	
.....	.....	Retaining fees to officers who after 12 months' training become entitled to certificates of proficiency...		13,300	
235	237			£34,945	£33,361
Carried forward.....				34,945	33,361

^a Provision is made in the civil-service estimates under the votes for the "board of trade" and "mercantile-marine services" and in the revenue-department estimates under the vote for the "customs" in respect of work performed in connection with the royal naval reserve force, viz:

Board of trade.	£3,736
Mercantile-marine services.	2,500
Customs.	3,300
Total.	9,536

4. BRITISH NAVAL RESERVE APPROPRIATION—Continued

III. Details of the foregoing—Continued

Numbers.		ROYAL NAVAL RESERVES—continued. [Officers, seamen, etc., serving in merchant and fishing vessels, etc.]	Estimates.	
1909-10.	1910-11.		1910-11.	1909-10
		<i>A.—Expense of the royal naval reserve—Continued.</i>		
		<i>Pay, allowances, and contingent expenses of royal naval reserve officers while on voluntary service, etc.—Continued.</i>		
		Brought forward.....	£34,945	£33,361
		Training in His Majesty's ships:		
		[Course, 7 to 28 days.]		
		Commanders (not required to undergo training).		
		Lieutenants.....		
1,400	a 1,370	Sublieutenants.....	7,500	7,700
		Midshipmen.....		
240	220	Senior engineers and engineers.....		
		Assistant engineers.....		
		[Course, 1 to 3 months.]		
		Warrant engineers.....		
120	120	[Pay, at 8s. 6d. per diem each.....		
		Uniform allowance, at £10 each.....	3,000	3,750
		Annual retainer, at £15 each.....		
84	100	[Course, 14 to 28 days]		
		Assistant paymasters and acting assistant paymasters (reserve of accountant officers), pay, 10s. per diem each.....	£800	
		Allowances to candidates for the rank of assistant paymaster.....		
		Fees to instructor of candidates for the rank of assistant paymaster.....	26	
			826	853
		Royal naval reserve—Australasia.		
		Lieutenants.....	150	300
25	25	Sublieutenants.....		
1,839	1,835			
		Annual retainers and pay to men while under training in His Majesty's ships:		
		Training (1 to 3 months)		
		Annual retainers.		
		Pay		
		<i>At</i>	<i>At</i>	
		£	s. d.	£
		8	1 7	
13,600	11,900	57,750	(b) 1 5	23,200
		6	2 0	
6,000	6,000	27,350	(b) 1 10	14,005
		6	5 6	
600	600	5,500	or 6 0	2,600
		90,600		39,805
		Abate:		
		For nonattendances, etc.....	1,600	1,595
20,200	a 18,500	89,000		38,300
			127,300	136,550
		Pay of men embarked for a period of three months' voluntary training on board His Majesty's ships (old system).....	1,100	1,100
		Pay and embarkation gratuity of men embarked temporarily.		2,200
		Fees to civilian medical officers for examination of men.....	300	200
		Subsidies to mercantile marine training ships, etc.:		
		Pay of pensioner gunnery instructors, at 8s. per diem.....	650	650
		Remuneration to chief officers of coast guard in charge of batteries for drilling men (old system).....	400	1,200
		Compensation to chief officers of coast guard in respect of cessation of drill pay at royal naval-reserve batteries abolished.....	350	195
		Rents of batteries, stationery allowance, and miscellaneous expenses (old system).....	1,000	1,000
22,069	20,335	Carried forward.....	177,521	189,032

a Some remain under the old system of training and are paid at rates previously authorized.

b Embarkation gratuities are also payable.

4. BRITISH NAVAL RESERVE APPROPRIATION—Continued.

III. Details of the foregoing—Continued.

Numbers.		ROYAL NAVAL RESERVES—continued [Officers, seamen, etc., serving in merchant and fishing vessels, etc.]	Estimates.	
1909-10	1910-11.		1910-11.	1909-10.
22,069	20,335	A.—Expense of the royal naval reserve—Continued		
		Brought forward.....	£177,521	£189,032
		Newfoundland, Malta, and Australasia.		
		Newfoundland. Annual retainers and drill money to men during drill (28 days) and pay while training in His Majesty's ships:		
380	320	Qualified seamen.....	£4,400	
220	280	Seamen.....		
		Allowances to naval officer acting as registrar-general and to registrar, audit allowance, and recruiting fees.....	150	
			4,550	5,350
		Malta: Annual retainers, drill money, and lodging allowance to men during drill ashore (1 month) and pay while training in His Majesty's ships (6 months):		
400	400	Seamen and firemen.....	3,800	
		Allowance to naval officer acting as registrar-general, wages of interpreter, audit allowance, etc..	250	
			4,050	4,050
		Australasia: Annual retainers, drill money, and lodging allowance to men during drill (14 to 28 days):		
440	580	Seamen and stokers.....	6,400	
		Salaries and expenses of registrars and audit allowance.....	845	
			7,245	5,245
1,440	1,580		193,366	203,677
23,509	a 21,915			
		ROYAL FLEET RESERVE.		
		B.—Expense of the royal fleet reserve.		
		Accountant staff:		
3	3	Paymasters: Full pay, etc. (£2,393), lodging allowance, £70 each, and provision allowance, £24 each.....	£2,675	
7	7	Chief writers and writers (pensioners); ^b Pay (£702), provision allowance (£138).....		
6	7	Chief writers and writers: ^c Pay.....	639	
16	17		4,154	4,062
		Annual retainers, drill money, and lodging allowance to men during drill (7 days): ^d		
7,750	7,350	Class A (pensioners, including seamen pensioner reserve).....	£6,800	£800
15,200	16,750	Class B (nonpensioners).....	10,500	1,900
		Class C (nonpensioners, artisans).....		
22,950	a 24,100		136,000	17,300
			2,700	156,600
				112,600
		Pay and embarkation gratuity of men embarked temporarily..	2,200	
		Contingencies.....	46	38
			100,200	148,900

a Included in the statement of numbers employed on salary and reserves attached to Vote A.

b For extra remuneration paid out of other votes.

c Borne on ship's books

d 14 days in the case of seamen pensioner reserve.

4. BRITISH NAVAL RESERVE APPROPRIATION—Continued.

III. Details of the foregoing—Continued.

Numbers.			Estimates.	
1909-10.	1910-11.		1910-11.	1909-10.
ROYAL NAVAL VOLUNTEERS.				
C.—Expense of the royal naval volunteers.				
		Pay of instructors, etc.:		
6	6	Officers (at 14s. per diem).....	£1,533	£1,533
42	44	Chief petty officers and petty officers: ^a Pay, etc. (£3,847), lodging allowance (£900), provision allowance (£1,071)....	5,908	5,680
6	6	Armorer's mates: ^a Pay (£322), lodging allowance (£100), provision allowance (£146).....	577	563
		Drill ships, etc.:		
1	1	Warrant officer in charge (at 5s. per diem).....	91	91
17	20	Ship keepers (at 3s. per diem).....	1,095	931
72	77			
4,200	4,400	Capitation allowances, etc.:		
		Allowance for each efficient volunteer, 50s. (£4,100) ^b	10,250	6,475
		Allowances for efficient volunteers who have obtained cer- tificates after undergoing special courses of instruction...	775	750
		Pay of officers and men embarked for instructional cruises...	3,493	2,800
		Pay of officers and men undergoing special courses of in- struction.....	400	400
		Outfit allowances to officers who have obtained proficiency certificates.....	500	400
		Establishment expenses, etc.....	400	400
		Contingencies.....	900	900
		Commander, R. N. (naval member of volunteer committee): Full pay (£402), command money (£46), lodging al- lowance (£50), and provision allowance (£24).....	522	522
		Clerical assistance (£300) and pay of messenger (£56).....	356	355
			26,800	21,800
RESERVE OF RETIRED OFFICERS.				
D.—Expenses connected with retired officers, etc.				
		Retired officers, R. N. (captains, commanders, and lieuten- ants), undergoing instruction in gunnery and torpedo prac- tice in His Majesty's ships:		
		Full pay, etc., at naval rates for 3 months.....	500	500
		Officers, R. N. (captains, commanders, and lieutenants), who have resigned their commissions:		
		Full pay, etc., at naval rates during instruction.....	300	300
		Reserve of medical officers, R. N.:		
		Retaining fees.....	50	.....
			550	800
E.—Auxiliary royal naval sick-berth reserve.				
		Staff surgeon, R. N. (as organizer): Full pay, etc. (£438), lodging allowance (£50), hospital allowance (£53).....	541	976
		Pay, etc., to reservists attending courses of instruction, tuition fees to instructors, and contingent expenses of organization..	359	374
			900	1,350
F.—Appropriations in aid.				
		Proportion of contribution by the Australian Commonwealth and the Dominion of New Zealand on account of the estab- lishment of a branch of the royal naval reserve.....	6,300	6,300
		Contribution from the government of Newfoundland toward the maintenance of a branch of the royal naval reserve in that colony.....	3,000	3,000
		Miscellaneous receipts.....	316	227
			9,616	9,527

^a Borne on ship's books.^b Included in the statement of numbers employed on salary and reserves attached to Vote A.

APPENDIX J.

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910.

Name of vessel.	Crew	Gross tonnage.	When built.	Where built.	Material.	Home port.
Minnesota.....	150	20,718	1904	New London, Conn....	Steel.....	New York, N. Y.
Manchuria.....	164	13,638	1904	Camden, N. J.....	do.....	Do.
Mongolia.....	265	13,638	1903	do.....	do.....	Do.
St. Louis.....	377	11,629	1895	Philadelphia, Pa.....	do.....	Do.
St. Paul.....	377	11,629	1895	do.....	do.....	Do.
Sibera.....	277	11,284	1902	Newport News, Va.....	do.....	Do.
Korea.....	277	11,276	1902	do.....	do.....	Do.
New York.....	370	10,798	1888	Clydebank, Scotland....	do.....	Do.
Philadelphia.....	378	10,786	1889	do.....	do.....	Do.
Ancon.....	71	9,606	1902	Sparrows Point, Md.....	do.....	Do.
Cristobal.....	74	9,606	1902	do.....	do.....	Do.
Alaskan.....	42	8,671	1902	San Francisco, Cal.....	do.....	Do.
Arizonan.....	42	8,671	1903	do.....	do.....	Do.
Texan.....	54	8,615	1902	Camden, N. J.....	do.....	Do.
Mexican.....	43	8,579	1907	San Francisco, Cal.....	do.....	Do.
Columbian.....	43	8,579	1907	do.....	do.....	Do.
Virginian.....	46	7,914	1903	Sparrows Point, Md.....	do.....	Do.
Missourian.....	99	7,914	1903	do.....	do.....	Do.
Massachusetts.....	89	7,913	1902	Camden, N. J.....	do.....	Do.
Kentuckian.....	43	6,606	1910	Sparrows Point, Md.....	do.....	Do.
Saratoga.....	138	6,391	1907	Philadelphia, Pa.....	do.....	Do.
Havana.....	138	6,391	1907	do.....	do.....	Do.
Sonoma.....	169	6,253	1900	do.....	do.....	San Francisco, Cal.
Ventura.....	168	6,253	1900	do.....	do.....	Do.
Merida.....	128	6,207	1906	do.....	do.....	New York, N. Y.
Mexico.....	128	6,207	1906	do.....	do.....	Do.
Morro Castle.....	124	6,004	1900	do.....	do.....	Do.
Californian.....	45	5,707	1900	San Francisco, Cal.....	do.....	Do.
Panama.....	95	5,667	1898	Philadelphia, Pa.....	do.....	Do.
Colon.....	92	5,667	1899	do.....	do.....	Do.
Hawaiian.....	45	5,597	1900	Chester, Pa.....	do.....	Do.
Oregonian.....	45	5,597	1901	do.....	do.....	Do.
American.....	47	5,591	1900	do.....	do.....	Do.
Isthmian.....	48	5,404	1908	San Francisco, Cal.....	do.....	Do.
China.....	203	5,060	1889	Govan, Scotland.....	do.....	Do.
J. L. Luckenbach.....	41	4,920	1886	Glasgow, Scotland.....	do.....	Do.
Esperanza.....	90	4,702	1901	Philadelphia, Pa.....	do.....	Do.
Monterey.....	90	4,702	1901	do.....	do.....	Do.
Lyra.....	29	4,417	1901	Sparrows Point, Md.....	do.....	Do.
Nebraskan.....	37	4,408	1902	Camden, N. J.....	do.....	Do.
Vigilante.....	70	4,115	1890	Chester, Pa.....	do.....	Do.
Seguranga.....	71	4,033	1890	do.....	do.....	Do.
Alliance.....	49	3,905	1886	do.....	Iron.....	Do.
Calvin Austin.....	68	3,820	1903	Wilmington, Del.....	Steel.....	Bath, Me.
Governor Dingley.....	74	3,820	1899	Bath, Me.....	do.....	Do.
Pleades.....	33	3,753	1900	Sparrows Point, Md.....	do.....	Boston, Mass.
Excelsior.....	48	3,542	1882	Wilmington, Del.....	Iron.....	New York, N. Y.
Yucatan.....	72	3,535	1890	Chester, Pa.....	Steel.....	Seattle, Wash.
City of Para.....	69	3,532	1878	do.....	Iron.....	New York, N. Y.
Peru.....	107	3,525	1892	San Francisco, Cal.....	Steel.....	Do.
Aztec.....	36	3,508	1894	Newcastle, England.....	do.....	Do.
Victoria.....	82	3,502	1870	Dumbarton, Scotland....	Iron.....	Seattle, Wash.
Northwestern.....	80	3,490	1859	Chester, Pa.....	Steel.....	Do.
Pennsylvania.....	41	3,343	1873	Philadelphia, Pa.....	Iron.....	New York, N. Y.
Chalmette.....	48	3,205	1879	do.....	do.....	Do.
Alameda.....	52	3,158	1883	do.....	do.....	Seattle, Wash.
Mariposa.....	90	3,158	1883	do.....	do.....	San Francisco, Cal.
Matanzas.....	40	3,094	1883	Belfast, Ireland.....	Steel.....	New York, N. Y.
Umatilla.....	98	3,069	1881	Chester, Pa.....	Iron.....	Do.
City of Sydney.....	67	3,016	1875	do.....	do.....	Do.
Caracas.....	61	2,856	1889	Philadelphia, Pa.....	do.....	Wilmington, Del.
Olympia.....	59	2,837	1883	Glasgow, Scotland.....	do.....	Seattle, Wash.
Newport.....	60	2,735	1880	Chester, Pa.....	do.....	New York, N. Y.
Seneca.....	51	2,729	1884	do.....	do.....	Do.
Queen.....	80	2,727	1882	Philadelphia, Pa.....	do.....	San Francisco, Cal.
City of Washington.....	56	2,633	1877	Chester, Pa.....	do.....	New York, N. Y.
Paraguay.....	26	2,627	1900	Lorain, Ohio.....	Steel.....	Philadelphia, Pa.
City of Puebla.....	81	2,623	1881	Philadelphia, Pa.....	Iron.....	New York, N. Y.

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

Name of vessel.	Crew.	Gross tonnage.	When built.	Where built.	Material.	Home port.
Advance	55	2,604	1883	Chester, Pa.	Iron	New York, N. Y.
Mackinaw	32	2,578	1890	West Bay City, Mich.	Steel	Portland, Me.
Acapulco	65	2,572	1873	Wilmington, Del.	Iron	New York, N. Y.
Seminole	46	2,550	1880	Philadelphia, Pa.	do.	Do.
Cherokee	45	2,556	1880	do.	do.	Do.
Governor Cobb	91	2,522	1906	Chester, Pa.	Steel	Bath, Me.
Philadelphia	56	2,520	1885	Philadelphia, Pa.	Iron	Wilmington, Del.
Seward	32	2,471	1907	Seattle, Wash.	Steel	Seattle, Wash.
Senator	69	2,409	1898	San Francisco, Cal.	do.	New York, N. Y.
Edith	31	2,369	1882	Sunderland, England	Iron	Seattle, Wash.
Meteor	30	2,301	1901	Toledo, Ohio	Steel	New York, N. Y.
Brunswick	52	2,265	1877	Chester, Pa.	Iron	Brunswick, Ga.
Northman	24	2,210	1901	Chicago, Ill.	Steel	Port Arthur, Tex.
Buracouta	43	2,152	1883	Glasgow, Scotland	do.	New York, N. Y.
Tampico	27	2,133	1900	Toledo, Ohio	do.	Do.
Admiral Dewey	50	2,101	1898	Philadelphia, Pa.	do.	Perth Amboy, N. J.
Admiral Farragut	52	2,104	1898	do.	do.	Do.
Admiral Schley	53	2,104	1898	do.	do.	Do.
San Jose	58	2,080	1882	Chester, Pa.	Iron	New York, N. Y.
San Juan	62	2,076	1882	do.	do.	Do.
Spokane	65	2,036	1902	San Francisco, Cal.	Steel	Do.
Leelanaw	28	1,923	1886	Newcastle, England	do.	Tacoma, Wash.
Cottage City	60	1,885	1890	Bath, Me.	Wood	New York, N. Y.
Riverside	25	1,838	1908	Seattle, Wash.	Steel	San Francisco, Cal.
Costa Rica	38	1,783	1891	Chester, Pa.	do.	New York, N. Y.
Maracibo	38	1,771	1899	Wilmington, Del.	do.	Wilmington, Del.
Minim	50	1,741	1897	Philadelphia, Pa.	do.	New Haven, Conn.
Zuha	34	1,713	1901	do.	do.	Wilmington, Del.
Olivette	53	1,678	1887	do.	Iron	New Haven, Conn.
Jefferson	54	1,615	1904	Tacoma, Wash.	Wood	Seattle, Wash.
Curaco	47	1,503	1895	Philadelphia, Pa.	Steel	New York, N. Y.
City of Panama	40	1,490	1874	Chester, Pa.	Iron	Do.
Portland	52	1,420	1885	Bath, Me.	Wood	Seattle, Wash.
City of Seattle	60	1,411	1890	Philadelphia, Pa.	Iron	New York, N. Y.
Al-Ki	42	1,259	1884	Bath, Me.	Wood	Seattle, Wash.
Clinton	27	1,187	1863	Wilmington, Del.	Iron	Jacksonville, Fla.
Iroquois	24	1,169	1901	Toledo, Ohio	Steel	Pt Townsend, Wash.
Hannah	50	1,130	1898	Unalaska, Alaska	Wood	St. Michael, Alaska.
Sarah	32	1,130	1898	do.	do.	Do.
Susie	52	1,130	1898	do.	do.	Do.
A. G. Lindsay	21	1,085	1880	Detroit, Mich.	do.	Pt Townsend, Wash.
Humboldt	43	1,075	1890	Fairhaven, Cal.	do.	Eureka, Cal.
Jeanie	35	1,071	1883	Bath, Me.	do.	Seattle, Wash.
Ramona	24	1,061	1902	Alameda, Cal.	do.	New York, N. Y.
Santa Ana	25	1,059	1900	Marshfield, Oreg.	do.	Seattle, Wash.
City of Topeka	38	1,057	1884	Chester, Pa.	Iron	New York, N. Y.
Chippewa	20	966	1900	Toledo, Ohio	Steel	Pt Townsend, Wash.
Will H. Isom	36	983	1901	Ballard, Wash.	Wood	St. Michael, Alaska.
Bertha	32	926	1899	Alameda, Cal.	do.	Seattle, Wash.
Ellhu Thomson	29	896	1888	Newcastle, England	Iron	Tacoma, Wash.
Mascotte	37	884	1885	Philadelphia, Pa.	do.	New Haven, Conn.
Julia B.	21	835	1908	Seattle, Wash.	Wood	St. Michael, Alaska.
Dolphin	60	824	1892	Wilmington, Del.	Steel	Seattle, Wash.
T. C. Power	34	819	1898	Unalaska, Alaska	Wood	St. Michael, Alaska.
John Cudahy	32	819	1898	do.	do.	Do.
Indianapolis	28	765	1904	Toledo, Ohio	Steel	Do.
J. P. Light	30	718	1898	Seattle, Wash.	Wood	Do.
D. R. Campbell	27	718	1898	do.	do.	Do.
F. K. Gustin	36	718	1898	do.	do.	Do.
Oil City	33	718	1898	do.	do.	Juneau, Alaska.
Pilgrim	25	718	1898	do.	do.	St. Michael, Alaska.
Robert Kerr	34	718	1898	do.	do.	Tacoma, Wash.
St. Michael	29	718	1898	do.	do.	St. Michael, Alaska.
Seattle	30	718	1898	do.	do.	Do.
Tacoma	30	718	1898	do.	do.	Do.
Victoria	27	718	1898	do.	do.	Do.
Louise	21	717	1898	Unalaska, Alaska	do.	Do.
Whatecom	22	716	1901	Everett, Wash.	Wood	Seattle, Wash.
Northland	14	697	1903	Seattle, Wash.	Steel	Ketchikan, Alaska.
Arnold	28	692	1898	Unalaska, Alaska	Wood	St. Michael, Alaska.
Linda	23	692	1898	do.	do.	Do.
Thrasher	42	671	1883	Bath, Me.	do.	San Francisco, Cal.
Leon	25	638	1898	San Francisco, Cal.	do.	St. Michael, Alaska.
Dirigo	25	635	1898	Hogusam, Wash.	do.	Seattle, Wash.
Chas. H. Hamilton	32	595	1897	St. Michael, Alaska	do.	St. Michael, Alaska.
Gypsum King	20	581	1906	Port Richmond, N. Y.	Steel	New York, N. Y.
R. W. Wilmol	18	569	1898	Cleveland, Ohio	do.	Pittsburg, Pa.
Seattle No. 3	26	548	1898	Dutch Harbor, Alaska	Wood	St. Michael, Alaska.
Morning Star	10	547	1900	Essex, Mass.	do.	Seattle, Wash.
John C. Barr	25	546	1898	Unalaska, Alaska	Steel	St. Michael, Alaska.
Robert C. Clowry	36	532	1910	Tottenville, N. Y.	Wood	New York, N. Y.

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

Name of vessel.	Crew.	Gross tonnage.	When built	Where built	Material.	Home port.
Narwhal.....	40	523	1883	San Francisco, Cal.....	Wood...	San Francisco, Cal
Margaret.....	16	520	1897	St. Michael, Alaska.....	do.....	St. Michael, Alaska.
Meida.....	26	517	1880	Philadelphia, Pa.....	do.....	Wilmington, Del.
Santa Cruz.....	19	511	1898	San Francisco, Cal.....	do.....	Seattle, Wash.
Beluga.....	41	508	1882	Bath, Me.....	do.....	San Francisco, Cal
Lavelle Young.....	20	504	1898	Portland, Oreg.....	do.....	St. Michael, Alaska.
Tanana.....	28	495	1904	St. Michael, Alaska.....	do.....	Eagle, Alaska.
Schwatka.....	30	484	1898	Port Blakeley, Wash.....	do.....	St. Michael, Alaska.
George E. Starr.....	18	472	1879	Seattle, Wash.....	do.....	Seattle, Wash.
Monarch.....	19	463	1898	Ballard, Wash.....	do.....	St. Michael, Alaska.
Horman.....	25	456	1898	Dutch Harbor, Alaska.....	do.....	Do.
John J. Healy.....	30	450	1890	St. Michael, Alaska.....	do.....	Do.
Corwin.....	18	447	1876	Portland, Oreg.....	do.....	Boston, Mass.
Bolvedere.....	45	440	1880	Bath, Me.....	do.....	New Bedford, Mass.
Utopia.....	12	423	1893	Seattle, Wash.....	do.....	Seattle, Wash
Chicago.....	50	419	1908	do.....	Steel...	Chicago, Ill.
Gohah.....	15	414	1907	Camden, N. J.....	do.....	Seattle, Wash
Horman.....	14	410	1884	Bath, Me.....	Wood...	San Francisco, Cal.
Klondyke.....	10	406	1898	Dutch Harbor, Alaska.....	do.....	St. Michael, Alaska.
Alice.....	29	400	1895	St. Michael, Alaska.....	do.....	Do.
Portus B. Weare.....	28	400	1892	do.....	do.....	Do.
Milwaukee.....	18	396	1898	Ballard, Wash.....	do.....	Do.
Marshfield.....	15	388	1891	Marshfield, Oreg.....	do.....	San Francisco, Cal.
Bowhead.....	43	381	1871	Christiana, Norway.....	do.....	New Bedford, Mass.
Bella.....	23	370	1890	St. Michael, Alaska.....	do.....	St. Michael, Alaska
Evelyn.....	14	352	1908	do.....	do.....	Do.
Quickstep.....	18	343	1898	Seattle, Wash.....	do.....	Nome, Alaska.
Waialeale.....	25	342	1886	Port Blakeley, Wash.....	do.....	San Francisco, Cal.
John H. Brunkerhoff.....	12	334	1889	Newburgh, N. Y.....	Steel...	New York, N. Y.
Bellingham.....	21	333	1891	Portland, Oreg.....	Wood...	Seattle, Wash.
Altona.....	12	328	1899	do.....	do.....	Port Angeles, Wash.
Samson.....	12	328	1903	West Seattle, Wash.....	do.....	Seattle, Wash.
Grant.....	10	327	1871	Wilmington, Del.....	Iron.....	Do.
Kauluk.....	39	321	1884	Berwick, Cal.....	Wood...	New Bedford, Mass.
Dora.....	11	320	1880	San Francisco, Cal.....	do.....	Seattle, Wash.
Tasco.....	11	319	1907	New London, Conn.....	do.....	New London, Conn.
Rosalie.....	28	318	1893	Alameda, Cal.....	do.....	Seattle, Wash.
Tyee.....	13	314	1884	Port Ludlow, Wash.....	do.....	Do.
Delta.....	14	293	1905	St. Michael, Alaska.....	do.....	St. Michael, Alaska.
Prudence.....	12	292	1900	Camden, N. J.....	Steel...	Philadelphia, Pa
Reliance.....	22	291	1907	St. Michael, Alaska.....	Wood...	St. Michael, Alaska.
Manhattan.....	10	291	1906	Philadelphia, Pa.....	Steel...	Portland, Me.
Zapora.....	10	289	1905	Tacoma, Wash.....	Wood...	Tacoma, Wash
Ferdita.....	8	286	1903	Seattle, Wash.....	do.....	Seattle, Wash.
San Juan.....	34	284	1904	do.....	do.....	Do.
Ida May.....	20	278	1891	Stockton, Cal.....	do.....	St. Michael, Alaska.
Tatoosh.....	15	277	1900	Seattle, Wash.....	Steel...	Seattle, Wash
Favorito.....	10	260	1868	Utsaladdy, Wash.....	Wood...	Do.
Kingfisher.....	14	263	1902	San Francisco, Cal.....	Steel...	Portland, Me.
Koyukuk.....	15	260	1906	St. Michael, Alaska.....	Wood...	St. Michael, Alaska.
Georgia.....	15	255	1902	Tacoma, Wash.....	do.....	Boston, Mass.
Concord.....	13	248	1902	Boston, Mass.....	do.....	Seattle, Wash.
Tacoma.....	13	239	1876	San Francisco, Cal.....	do.....	Eagle, Alaska.
Tana.....	25	234	1905	Seattle, Wash.....	do.....	New York, N. Y.
Bolvar.....	6	234	1885	Philadelphia, Pa.....	Iron.....	Do.
Viking.....	11	234	1894	Wilmington, Del.....	Wood...	Do.
New England.....	35	230	1897	Camden, N. J.....	Steel...	Portland, Me.
Taurus.....	18	228	1885	Philadelphia, Pa.....	do.....	New Orleans, La
Wallowa.....	10	228	1899	Portland, Oreg.....	Wood...	Pt. Townsend, Wash.
Wanderer.....	12	212	1880	Port Blakeley, Wash.....	do.....	Seattle, Wash
Welding Bros.....	34	211	1909	Tacoma, Wash.....	do.....	Tacoma, Wash
Toledo.....	11	211	1904	Fairhaven, Cal.....	do.....	Pt. Townsend, Wash.
Leroy.....	7	209	1874	Boston, Mass.....	do.....	Mobile, Ala.
Izabal.....	5	203	1897	San Francisco, Cal.....	Steel...	New York, N. Y.
Lydia Thompson.....	11	202	1893	Port Angeles, Wash.....	Wood...	Seattle, Wash.
Colonia.....	10	200	1902	Brooklyn, N. Y.....	do.....	New York, N. Y.
E. T. Chamberlain.....	9	194	1873	Buffalo, N. Y.....	Iron.....	Mobile, Ala.
White Seal.....	16	193	1905	Fairbanks, Alaska.....	Wood...	Eagle, Alaska.
William Coley.....	9	189	1893	Tottenville, N. Y.....	do.....	New York, N. Y.
Rapid Transit.....	12	192	1891	Hadlock, Wash.....	do.....	Seattle, Wash.
Neptune.....	8	187	1897	Ballard, Wash.....	do.....	Do.
Hunter.....	8	186	1883	Cocos Bay, Oreg.....	do.....	Pt. Townsend, Wash.
Richard Holyoke.....	10	181	1877	Seabeck, Wash.....	do.....	Do.
Shelkof.....	9	173	1900	Alameda, Cal.....	do.....	Seattle, Wash.
Chilkat.....	11	172	1901	San Francisco, Cal.....	do.....	San Francisco, Cal.
Fearless.....	13	167	1899	do.....	Steel...	Do.
Transport.....	6	164	1899	Olympia, Wash.....	Wood...	Seattle, Wash.
Isabelle.....	12	162	1902	St. Michael, Alaska.....	do.....	St. Michael, Alaska.
Cristobal.....	7	161	1905	Tottenville, N. Y.....	do.....	New York, N. Y.
Pioneer.....	10	160	1878	Philadelphia, Pa.....	Iron.....	Seattle, Wash.

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

Name of vessel	Crew.	Gross tonnage.	When built	Where built.	Material.	Home port
Elsie.....	14	159	1889	San Francisco, Cal.....	Wood.....	Portland, Oreg.
Three Friends.....	9	157	1895	Jacksonville, Fla.....	do.....	Jacksonville, Fla.
Tyonic.....	8	156	1901	San Francisco, Cal.....	do.....	Juneau, Alaska.
Albion.....	7	155	1898	Coupeville, Wash.....	do.....	Pt. Townsend, Wash.
C. S. C. Co. Beta.....	2	151	1896	Elizabeth, N. J.....	Steel.....	New York, N. Y.
Oakland.....	16	146	1905	Marshfield, Oreg.....	Wood.....	Seattle, Wash.
Delta.....	2	145	1896	Elizabeth, N. J.....	Steel.....	New York, N. Y.
Gamma.....	2	145	1896	do.....	do.....	Do.
Pepercot.....	6	142	1907	South Portland, Me.....	Wood.....	Bath, Me.
Bender Brothers.....	8	141	1889	San Francisco, Cal.....	do.....	Seattle, Wash.
Mary D. Hume.....	9	140	1881	Ellensburg, Oreg.....	do.....	Pt. Townsend, Wash.
L. N. Dant/lei.....	6	139	1890	Seranton, Miss.....	do.....	Gulfport, Miss.
Bahada.....	3	132	1902	Seattle, Wash.....	Steel.....	San Diego, Cal.
C. S. C. Co. Alpha.....	2	132	1895	Cleveland, Ohio.....	do.....	New York, N. Y.
Wyadna.....	7	132	1902	Seattle, Wash.....	do.....	Seattle, Wash.
Monterey.....	8	126	1887	Benicia, Cal.....	Wood.....	San Francisco, Cal.
Wilbur Clummit.....	17	124	1898	Coupeville, Wash.....	do.....	Eagle, Alaska.
Gussio Brown.....	11	119	1898	San Francisco, Cal.....	do.....	Nome, Alaska.
Higgins.....	13	119	1903	Seranton, Miss.....	do.....	Port Arthur, Tex.
P. J. Abler.....	8	116	1900	Seattle, Wash.....	do.....	Nome, Alaska.
Tillicum.....	7	116	1901	Ballard, Wash.....	do.....	Seattle, Wash.
Luella.....	6	115	1898	Stockton, Cal.....	do.....	Eagle, Alaska.
Kayak.....	9	115	1901	Alameda, Cal.....	do.....	San Francisco, Cal.
Mongah.....	12	112	1883	Camden, N. J.....	Iron.....	Pittsburg, Pa.
Edrie.....	12	111	1907	Decatur, Wash.....	Wood.....	Seattle, Wash.
Prosper.....	7	111	1898	Port Townsend, Wash.....	do.....	Do.
Charles Levi Woodbury.....	6	105	1888	Essex, Mass.....	do.....	Do.
San Diego.....	4	105	1887	San Francisco, Cal.....	do.....	Los Angeles, Cal.
Colon.....	9	104	1891	Wilmington, Del.....	do.....	New York, N. Y.
Olympic.....	9	102	1900	Ballard, Wash.....	do.....	Pt. Townsend, Wash.
Dusty Diamond.....	15	101	1898	St. Michael, Alaska.....	do.....	Eagle, Alaska.
Comet.....	18	100	1901	Seattle, Wash.....	do.....	Seattle, Wash.
Florence S.....	5	100	1898	St. Michael, Alaska.....	Steel.....	Pt. Townsend, Wash.
Biscayne.....	12	99	1881	Wilmington, Del.....	Iron.....	Jacksonville, Fla.
John L. Inglis.....	10	98	1903	Seranton, Miss.....	Wood.....	New York, N. Y.
Martha Clow.....	13	98	1898	Stockton, Cal.....	do.....	St. Michael, Alaska.
Portland.....	5	94	1902	South Portland, Me.....	do.....	Portland, Me.
Katy.....	7	93	1868	San Francisco, Cal.....	do.....	Seattle, Wash.
Albert N. Hughes.....	8	92	1887	Philadelphia, Pa.....	Iron.....	Galveston, Tex.
Mary C.....	8	92	1903	Decatur, Wash.....	Wood.....	Pt. Townsend, Wash.
St. Vallier.....	10	92	1899	Needles, Cal.....	Steel.....	Nogales, Ariz.
Carrier Dove.....	4	92	1884	Essex, Mass.....	Wood.....	Seattle, Wash.
Resolute.....	9	91	1887	Mill No. 4, Oreg.....	do.....	Pt. Townsend, Wash.
Touquin.....	8	91	1887	Astoria, Oreg.....	do.....	Seattle, Wash.
Doctor Lykes.....	5	89	1899	Tampa, Fla.....	do.....	Key West, Fla.
Pierre Simpson.....	6	88	1891	Millford, Del.....	do.....	Galveston, Tex.
Confianza.....	4	88	1888	Benicia, Cal.....	do.....	San Francisco, Cal.
J. E. Boyden.....	8	87	1888	Seattle, Wash.....	do.....	Seattle, Wash.
Defiance.....	4	85	1897	Tacoma, Wash.....	do.....	Do.
Callender.....	5	84	1900	Portland, Oreg.....	do.....	Pt. Townsend, Wash.
Anna Barton.....	5	82	1902	Astoria, Oreg.....	do.....	Portland, Oreg.
Mocking Bird.....	2	82	1898	Tacoma, Wash.....	do.....	Tacoma, Wash.
Irene.....	6	81	1902	do.....	do.....	Pt. Townsend, Wash.
La Crosse.....	11	81	1892	New Orleans, La.....	do.....	Newark, N. J.
Guarina.....	10	80	1901	Brooklyn, N. Y.....	do.....	New York, N. Y.
J. M. Colman.....	7	79	1887	Seattle, Wash.....	do.....	Seattle, Wash.
Augusta.....	9	78	1888	Oreanta, Oreg.....	do.....	Do.
Equator.....	8	76	1888	Benicia, Cal.....	do.....	Do.
Pearl.....	5	75	1884	Seattle, Wash.....	do.....	Do.
Ragnhild.....	6	73	1900	Ballard, Wash.....	do.....	Wrangell, Alaska.
Vigilant.....	5	70	1907	Tacoma, Wash.....	do.....	Ketchikan, Alaska.
Wesley A. Gove.....	6	70	1884	Boston, Mass.....	do.....	Calais, Me.
Columbia.....	3	69	1907	Northport, Wash.....	do.....	Pt. Townsend, Wash.
St. Joseph.....	9	69	1898	St. Michael, Alaska.....	Wood.....	St. Michael, Alaska.
Meteor.....	9	68	1900	San Francisco, Cal.....	do.....	Do.
Magic.....	5	67	1893	Port Blakely, Wash.....	do.....	Seattle, Wash.
May D.....	3	66	1898	San Francisco, Cal.....	do.....	St. Michael, Alaska.
Argo.....	6	65	1906	Port Blakely, Wash.....	do.....	Seattle, Wash.
Catherine M.....	8	65	1902	Whatcom, Wash.....	do.....	Wrangell, Alaska.
Iris.....	9	65	1881	Camden, N. J.....	Iron.....	New York, N. Y.
Angie B. Watson.....	4	65	1902	East Boothbay, Me.....	Wood.....	Portland, Me.
Eastport.....	3	64	1901	Dennysville, Me.....	do.....	Lubec, Me.
Dolphin.....	5	62	1900	Seattle, Wash.....	Steel.....	Seattle, Wash.
Elk No. 1.....	6	61	1898	Port Townsend, Wash.....	Wood.....	Pt. Townsend, Wash.
Catharine.....	7	60	1876	Philadelphia, Pa.....	Iron.....	Jacksonville, Fla.
Yellow Jacket.....	8	60	1900	Seattle, Wash.....	Wood.....	Pt. Townsend, Wash.
Royal.....	5	59	1891	Benicia, Cal.....	do.....	San Francisco, Cal.
Mountaineer.....	4	57	1883	Chinook, Wash.....	do.....	Pt. Townsend, Wash.
Active.....	6	57	1899	Tacoma, Wash.....	do.....	Seattle, Wash.

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

Name of vessel.	Crew.	Gross tonnage.	When built	Where built.	Material	Home port.
Victoria.....	3	55	1897	St. Michael, Alaska.....	Wood.....	St. Michael, Alaska.
Alice.....	4	55	1897	Tacoma, Wash.....	do.....	Wrangell, Alaska.
Chehais.....	4	55	1890	Cosmopolis, Wash.....	do.....	Pt. Townsend, Wash.
Ahrnklim.....	2	52	1910	Seattle, Wash.....	do.....	Seattle, Wash.
Aretic.....	4	52	1890	Alameda, Cal.....	do.....	San Francisco, Cal.
Santa Fe.....	1	51	1888	Coronado, Cal.....	do.....	San Diego, Cal.
Cornelia Cook.....	7	51	1900	Portland, Oreg.....	do.....	Seattle, Wash.
La Gloria.....	5	50	1906	Jacksonville, Fla.....	do.....	Newark, N. J.
Lubeo.....	3	50	1891	Portland, Me.....	do.....	Lubeo, Me.
Adella B.....	6	49	1900	Eustis, Fla.....	do.....	New York, N. Y.
Kingfisher.....	2	49	1908	Quincy, Mass.....	do.....	Machias, Me.
Dolphin.....	3	47	1896	Brooklyn, N. Y.....	do.....	Lubeo, Me.
Duxbury.....	8	47	1896	Benicla, Cal.....	do.....	Seattle, Wash.
Oiga.....	8	46	1890	do.....	do.....	San Francisco, Cal.
Chlopek No. 3.....	2	45	1890	Ballard, Wash.....	do.....	Tyee, Alaska.
Research.....	9	45	1898	Liverpool, England.....	Steel.....	St. Michael, Alaska.
George T.....	7	42	1899	Tacoma, Wash.....	Wood.....	Seattle, Wash.
Prospector.....	4	41	1898	Seattle, Wash.....	do.....	Wrangell, Alaska.
Alexander Agassiz.....	2	41	1907	San Diego, Cal.....	do.....	San Diego, Cal.
Mary Sachs.....	6	41	1898	Benicla, Cal.....	do.....	Nome, Alaska.
Kingfisher.....	2	40	1909	Seattle, Wash.....	do.....	Seattle, Wash.
Ella M. Burns.....	2	40	1902	East Boothbay, Me.....	do.....	Portland, Me.
Wigwam.....	10	40	1895	San Francisco, Cal.....	do.....	San Francisco, Cal.
Klondike.....	5	40	1896	Tuckerton, Pa.....	do.....	Key West, Fla.
Annie M. Nixon.....	5	40	1894	Tacoma, Wash.....	do.....	Pt. Townsend, Wash.
Sophia Johnson.....	6	40	1901	Port Angeles, Wash.....	do.....	Seattle, Wash.
Alice.....	6	39	1892	Alameda, Cal.....	do.....	Do.
Helen Johnston.....	5	39	1909	Tacoma, Wash.....	do.....	Do.
Wilhelmina.....	6	39	1872	Pascagoula, Miss.....	do.....	New York, N. Y.
Herald.....	3	37	1888	Aberdeen, Wash.....	do.....	Portland, Oreg.
Nellie M. Gazzam.....	3	37	1899	Philadelphia, Pa.....	Steel.....	Philadelphia, Pa.
Wm. H. Jenks.....	7	37	1897	Brooklyn, N. Y.....	Wood.....	New York, N. Y.
Marian.....	5	37	1907	Tacoma, Wash.....	do.....	Seattle, Wash.
America.....	11	37	1910	Seattle, Wash.....	do.....	Do.
A. R. Robinson.....	4	36	1890	Brooklyn, Wash.....	do.....	Do.
Leota.....	4	36	1898	Alameda, Cal.....	do.....	St. Michael, Alaska.
Intrepid.....	4	35	1900	Port Jefferson, N. Y.....	do.....	New York, N. Y.
Sawyer.....	2	34	1895	Millbridge, Me.....	do.....	Machias, Me.
Ruth A.....	3	34	1900	High Mangroves, Fla.....	do.....	Key West, Fla.
Lumberman.....	4	34	1899	Seattle, Wash.....	do.....	Seattle, Wash.
H. B. Jones.....	4	33	1910	do.....	do.....	Do.
Northland.....	11	33	1904	Ballard, Wash.....	do.....	Do.
Pup.....	5	33	1905	do.....	do.....	St. Michael, Alaska.
C. and R. Tarbox.....	3	31	1855	Westport, Me.....	do.....	Eastport, Me.
Katahoun.....	5	31	1903	Tacoma, Wash.....	do.....	Tacoma, Wash.
A. T. Haynes.....	1	31	1899	Tremont, Me.....	do.....	Lubeo, Me.
Fannie Hayden.....	5	31	1883	Bucksport, Me.....	do.....	Portland, Me.
Baldy.....	10	30	1907	Richardson, Wash.....	do.....	Pt. Townsend, Wash.
Selma.....	2	29	1893	Victoria, B. C.....	do.....	Seattle, Wash.
Kate.....	3	29	1874	Vallejo, Cal.....	do.....	San Diego, Cal.
Beaver.....	5	29	1892	Ballard, Wash.....	do.....	Seattle, Wash.
Bostonia.....	5	29	1901	South Boston, Mass.....	Steel.....	New York, N. Y.
Mary C. Byrne.....	5	28	1902	Stockton, Ala.....	Wood.....	Mobile, Ala.
Flower.....	2	28	1909	Tacoma, Wash.....	do.....	Pt. Townsend, Wash.
Petrol.....	4	27	1899	New Whatcom, Wash.....	do.....	Seattle, Wash.
Curlew.....	2	26	1885	Millbridge, Me.....	do.....	Machias, Me.
Aurum.....	3	26	1904	Golovin, Alaska.....	do.....	Nome, Alaska.
Pacific.....	3	25	1905	Coppermount, Alaska.....	do.....	Juneau, Alaska.
J. B. Camors.....	8	25	1904	New Orleans, La.....	do.....	Mobile, Ala.
Mario G. Heaven.....	3	25	1883	Astoria, Oreg.....	do.....	Ketchikan, Alaska.
Bollnas.....	2	23	1901	San Francisco, Cal.....	do.....	Los Angeles, Cal.
Bismarck.....	1	21	1903	Seattle, Wash.....	do.....	Pt. Townsend, Wash.
Lake Worth.....	4	21	1887	Jacksonville, Fla.....	do.....	Key West, Fla.
Chinook.....	3	21	1889	Astoria, Oreg.....	do.....	Seattle, Wash.
Leal.....	2	20	1905	Long Island City, N. Y.....	do.....	New York, N. Y.
Favorite.....	5	20	1881	Chinook, Wash.....	do.....	Pt. Townsend, Wash.
Volga.....	2	19	1888	Astoria, Oreg.....	do.....	Do.
Cordova.....	3	18	1904	Klitquani, Alaska.....	do.....	Ketchikan, Alaska.
Tempest.....	2	18	1903	Croton, N. Y.....	do.....	New York, N. Y.
Valiant.....	6	18	1910	Seattle, Wash.....	do.....	Seattle, Wash.
Esperanza.....	5	17	1903	New Orleans, La.....	do.....	New York, N. Y.
Gertrude.....	2	17	1898	New Whatcom, Wash.....	do.....	Seattle, Wash.
Seguranza.....	5	17	1903	New Orleans, La.....	do.....	New York, N. Y.
Mary B.....	6	17	1910	Seattle, Wash.....	do.....	Seattle, Wash.
Fisher Boy.....	2	16	1910	Dockton, Wash.....	do.....	Pt. Townsend, Wash.
Petrel.....	1	16	1908	Astoria, Oreg.....	do.....	Do.
Abbie.....	2	15	1904	Roque Bluffs, Me.....	do.....	Eastport, Me.
Bessie.....	2	15	1907	Bellingham, Wash.....	do.....	Pt. Townsend, Wash.
Lillian.....	1	15	1904	Roque Bluffs, Me.....	do.....	Eastport, Me.
Eurus.....	1	15	1902	Hoquiam, Wash.....	do.....	Ketchikan, Alaska.

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

Name of vessel	Crew.	Gross tonnage	When built	Where built	Material.	Home port.
Hattie B.	2	15	1894	San Francisco, Cal.	Wood	Nome, Alaska.
Trader	3	15	1908	Seattle, Wash.	do.	Seattle, Wash.
Nymph	3	15	1906	Key West, Fla.	do.	Key West, Fla.
Pride of Alaska	1	15	1910	Oakland, Cal.	do.	San Francisco, Cal.
Triumph	1	15	1910	do.	do.	Do.
Augusta C.	3	14	1903	Nome, Alaska	do.	Nome, Alaska.
Fortuna	1	14	1906	San Diego, Cal.	do.	San Diego, Cal.
Creel	0	14	1906	Decatur, Wash.	do.	Pt. Townsend, Wash.
Eagle	1	14	1900	Warrenton, Oreg.	do.	Do.
Talco	2	14	1903	Ballard, Wash.	do.	Seattle, Wash.
Yankee Doodle	1	14	1903	Seattle, Wash.	do.	Pt. Townsend, Wash.
Carita	3	14	1895	Port Angeles, Wash.	do.	Ketchikan, Alaska.
Companion	1	14	1905	Astoria, Oreg.	do.	Pt. Townsend, Wash.
Lorons	1	14	1902	do.	do.	Do.
Ben Hur	1	14	1902	do.	do.	Do.
McKinley	1	14	1904	Terminal Island, Cal.	do.	San Diego, Cal.
Nellie M. Stanley	2	14	1903	Dennysville, Me.	do.	Lubec, Me.
Nimrod	2	14	1903	Chukanut, Wash.	do.	Pt. Townsend, Wash.
Nokomis	2	14	1905	East Machias, Me.	do.	Lubec, Me.
Wolverine	1	14	1900	Grand Rapids, Mich.	do.	Pt. Townsend, Wash.
Nautilus	1	14	1908	Port Townsend, Wash.	do.	Do.
Kea	3	14	1906	Terminal Island, Cal.	do.	Los Angeles, Cal.
Nokomis	1	14	1908	Shaw Island, Wash.	do.	Pt. Townsend, Wash.
Rene	1	14	1899	Seattle, Wash.	do.	Do.
Teddy Bear	3	14	1908	do.	do.	Do.
City of Anacortes	1	14	1900	Decatur, Wash.	do.	Do.
Governor	0	14	1909	Tacoma, Wash.	do.	Do.
Hermosa	1	14	1901	Olympia, Wash.	do.	Do.
Novice	2	14	1898	Anacortes, Wash.	do.	Do.
Nightingale	1	14	1907	Dockton, Wash.	do.	Seattle, Wash.
Ailee	1	14	1907	Ballard, Wash.	do.	Pt. Townsend, Wash.
Bessie L.	2	14	1905	Lubec, Me.	do.	Eastport, Me.
Sea Wolf	3	14	1909	Seattle, Wash.	do.	Nome, Alaska.
Elsie Allen	2	14	1909	Tacoma, Wash.	do.	Seattle, Wash.
Hyacinth	2	14	1910	Wilmington, Cal.	do.	San Diego, Cal.
Success	2	14	1906	Tacoma, Wash.	do.	Seattle, Wash.
Taku	1	14	1907	Ballard, Wash.	do.	Do.
Winthrop	4	14	1903	St Michael, Alaska	do.	St Michael, Alaska.
Virginia	2	14	1907	Blinchard, Wash.	do.	Pt. Townsend, Wash.
Beaver	4	13	1904	Anacortes, Wash.	do.	Do.
Rose	1	13	1902	San Pedro, Cal.	do.	Los Angeles, Cal.
Dixie	1	13	1906	Bellingham, Wash.	do.	Pt. Townsend, Wash.
Caprice	1	13	1905	Decatur, Wash.	do.	Do.
Hazel	3	13	1905	Nome, Alaska	do.	Nome, Alaska.
Comrade	1	13	1900	Astoria, Oreg.	do.	Port Angeles, Wash.
La Paloma	1	13	1908	Seattle, Wash.	do.	Seattle, Wash.
North Star	1	13	1908	Poulsbo, Wash.	do.	Do.
Nordby	1	13	1903	Tacoma, Wash.	do.	Do.
Verona	1	13	1908	Mount Vernon, Wash.	do.	Pt. Townsend, Wash.
Bertha	2	13	1910	Seattle, Wash.	do.	Seattle, Wash.
Dan	2	13	1910	do.	do.	Tacoma, Wash.
Imperial	1	13	1909	San Diego, Cal.	do.	San Diego, Cal.
Onward	1	13	1907	Ketchikan, Alaska	do.	Ketchikan, Alaska.
Walf	1	12	1909	Seattle, Wash.	do.	Seattle, Wash.
Zarembo	1	12	1901	Ballard, Wash.	do.	Do.
Teddy	1	12	1904	Ketchikan, Alaska	do.	Ketchikan, Alaska.
Ella	1	12	1903	Whitcom, Wash.	do.	Pt. Townsend, Wash.
Pioneer	1	12	1906	Tacoma, Wash.	do.	Seattle, Wash.
Emily	3	11	1907	St Michael, Alaska	do.	St Michael, Alaska.
Wave	1	11	1907	Decatur, Wash.	do.	Pt. Townsend, Wash.
Concordia	1	11	1907	do.	do.	Do.
Herbert	1	11	1906	Anvik, Alaska	do.	St. Michael, Alaska.
Harvey E.	1	11	1904	Bellingham, Wash.	do.	Pt. Townsend, Wash.
Mayflower	1	11	1889	Sunshine, Wash.	do.	Do.
Baltic	1	11	1901	San Francisco, Cal.	do.	Los Angeles, Cal.
Fox	1	11	1907	Bellingham, Wash.	do.	Pt. Townsend, Wash.
Mocking Bird	1	11	1902	Whitcom, Wash.	do.	Do.
Tom	1	11	1897	Fairhaven, Wash.	do.	Do.
Wm. W. Clark	2	11	1904	Jonesport, Me.	do.	Machias, Me.
Hope	1	11	1905	Cincinnati, Ohio	do.	Grand Haven, Mich.
Harry	2	10	1899	West Seattle, Wash.	do.	Pt. Townsend, Wash.
Cruiser	1	10	1907	Fir, Wash.	do.	Seattle, Wash.
Alpha	1	10	1897	Seattle, Wash.	do.	Do.
Dolphin	1	10	1894	Santa Barbara, Cal.	do.	San Diego, Cal.
Hercules	2	10	1900	Needles, Cal.	do.	Los Angeles, Cal.
Spray	1	10	1904	Sulzer, Alaska	do.	Ketchikan, Alaska.
Skate	1	10	1907	Ballard, Wash.	do.	Seattle, Wash.
Union Flag	1	10	1905	Alameda, Cal.	do.	San Francisco, Cal.
Elsie A. Bridges	1	10	1894	Friendship, Me.	do.	Machias, Me.
Red Wing	1	10	1909	Ketchikan, Alaska	do.	Ketchikan, Alaska.

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

Name of vessel.	Crew.	Gross tonnage.	When built.	Where built.	Material.	Home port.
Wave Crest.....	2	10	1877	Bath, Me.....	Wood...	Calais, Me.
Yankee Boy.....	1	10	1909	Terminal Island, Cal.....	do.....	Los Angeles, Cal
Dawn.....	1	9	1904	Ballard, Wash.....	do.....	Pt. Townsend, Wash.
May.....	1	9	1895	Astoria, Oreg.....	do.....	Do
Cheechaco.....	3	9	1902	Nome, Alaska.....	do.....	Nome, Alaska
Newton.....	3	9		Fish River, Ala.....	do.....	Mobile, Ala
Nomad.....	1	9	1902	Anacortes, Wash.....	do.....	Pt. Townsend, Wash.
Panther.....	1	9	1904	Astoria, Oreg.....	do.....	Seattle, Wash.
Northwest.....	1	9	1907	Anacortes, Wash.....	do.....	Pt. Townsend, Wash.
Lillian.....	1	9	1907	Ballard, Wash.....	do.....	Seattle, Wash.
Nautilus.....	1	9	1909	Anacortes, Wash.....	do.....	Pt. Townsend, Wash.
White Cap.....	1	8	1908	Bellingham, Wash.....	do.....	Do.
New York.....	2	8	1904	Nome, Alaska.....	do.....	Nome, Alaska
Saxman.....	1	8	1908	Ketchikan, Alaska.....	do.....	Ketchikan, Alaska.
Dauntless.....	1	8	1902	Whitcom, Wash.....	do.....	Pt. Townsend, Wash.
Louise.....	3	8	1901	Nome, Alaska.....	do.....	Nome, Alaska.
Marie.....	2	8	1902	do.....	do.....	Do.
Star.....	1	8	1906	Seattle, Wash.....	do.....	Seattle, Wash.
Sadie.....	1	8	1905	St. Michael, Alaska.....	do.....	St. Michael, Alaska
Spider.....	0	8	1908	Anacortes, Wash.....	do.....	Pt. Townsend, Wash.
Little Ray.....	1	8	1900	Friendship, Me.....	do.....	Machias, Me
Luella.....	1	8	1904	Nome, Alaska.....	do.....	Nome, Alaska
Ruth.....	2	8	1909	San Diego, Cal.....	do.....	San Diego, Cal
Samson.....	1	8	1910	Wilmington, Cal.....	do.....	Los Angeles, Cal.
St. Anthony.....	1	7	1908	Seattle, Wash.....	do.....	Ketchikan, Alaska.
Minnie.....	1	7	1906	Metlakatla, Alaska.....	do.....	Do.
Edna.....	3	7	1903	Teller, Alaska.....	do.....	Nome, Alaska.
Jupiter.....	1	7	1887	Yonkers, N. Y.....	do.....	New Haven, Conn.
Alaska Rover.....	1	6	1898	New Whitcom, Wash.....	do.....	Pt. Townsend, Wash.
497 vessels.....		550,977				

APPENDIX K.

SQUARE-RIGGED AMERICAN VESSELS.

The steady decline in the square-rigged ships of the world (except in France, where they are paid high subsidies) has been noted from time to time in the reports of the Bureau. The following is the inventory of the square-rigged sail vessels of the United States as returned by collectors of customs on June 30, 1910. The list is printed at this time chiefly for future historical reference.

NUMBER AND GROSS TONNAGE OF SQUARE-RIGGED VESSELS OF THE UNITED STATES
BY RIG AND MATERIAL OF WHICH BUILT, JUNE 30, 1910.

	American built		Foreign built.		Total	
	<i>Number.</i>	<i>Gross tons</i>	<i>Number.</i>	<i>Gross tons.</i>	<i>Number.</i>	<i>Gross tons.</i>
Ships:						
Steel.....	7	22,543	5	11,213	12	33,756
Iron.....			5	8,784	5	8,784
Wood.....	29	52,447			29	52,447
Total.....	36	74,990	10	19,997	46	94,987
Barks:						
Steel.....	1	1,570	4	6,257	5	7,827
Iron.....			9	10,405	9	10,405
Wood.....	53	48,433			53	48,433
Total.....	54	50,003	13	16,662	67	66,665
Barkentines:						
Steel.....			1	1,085	1	1,085
Iron.....			2	1,958	2	1,958
Wood.....	50	42,428			50	42,428
Total.....	50	42,428	3	3,043	53	45,471
Brigs and brigantines: Wood...	11	3,819			11	3,819
Total according to material:						
Steel.....	8	24,113	10	18,555	18	42,668
Iron.....			16	21,147	16	21,147
Wood.....	149	147,127			149	147,127
Total.....	157	171,240	26	39,702	183	210,942
Total according to rigs:						
Ships.....	36	74,990	10	19,997	46	94,987
Barks.....	54	50,003	13	16,662	67	66,665
Barkentines.....	50	42,428	3	3,043	53	45,471
Brigs and brigantines.....	11	3,819			11	3,819
Total.....	157	171,240	26	39,702	183	210,942
Total—1900.....	171	188,884	26	39,706	197	228,590
1908.....	191	211,720	29	45,095	220	256,815
1907.....	214	239,751	29	45,095	243	284,846
1906.....	215	275,205	31	47,083	276	322,288

The following table gives a summary according to year of American build, from which can be formed an approximate idea of the durability of the fleet:

NUMBER, GROSS TONNAGE, AND RIG OF SQUARE-RIGGED VESSELS BUILT IN THE UNITED STATES, 1840-1910. ^a

Calendar year built.	Ships		Barks		Barkentines.		Brigs and brigantines		Total.	
	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.
1840-1849.....			2	527					2	527
1850-1859.....	1	1,198	3	670	1	345			5	2,213
1860.....			1	1,248			1	344	2	1,692
1867.....			1	303					1	303
1868.....			3	2,674	1	515			4	3,189
1869.....	1	1,798			1	412			2	2,210
1870.....					1	397			1	397
1871.....			2	1,596					2	1,596
1872.....							1	439	1	439
1873.....			1	1,136	1	586			2	2,022
1874.....	2	3,581	3	2,781					5	6,362
1875.....	2	3,094	2	2,626	1	1,286			5	7,006
1876.....	2	3,022	3	1,856	1	986			6	5,864
1877.....	1	6,890	8	8,103			1	690	13	15,583
1878.....	1	1,534	6	5,254			1	252	8	7,040
1879.....	1	1,374	4	4,419	1	605			6	6,398
1880.....			2	2,260	1	470			3	2,730
1881.....	3	5,510			3	1,562	1	348	7	7,420
1882.....		11,180	2	1,885	6	3,308			14	16,382
1883.....	3	5,846	1	932	2	1,062			6	7,840
1884.....			1	1,837	1	638			2	2,475
1885.....			1	835					1	835
1886.....					2	1,038			2	1,038
1887.....			1	448	1	601	1	358	3	1,410
1888.....			1	690					1	690
1889.....			1	1,028	3	1,759			4	2,787
1890.....	2	5,288	2	1,883	5	4,080	1	156	10	11,407
1891.....			1	1,673	3	1,938	1	354	5	3,965
1892.....			1	1,469	3	2,159	1	495	5	4,123
1893.....	1	2,123					1	290	2	2,413
1894.....	1	3,004							1	3,004
1896.....					1	707			1	707
1897.....					1	651			1	651
1898.....	1	2,998							1	2,998
1899.....	1	3,206	1	1,570	1	674			3	5,450
1900.....					1	1,187			1	1,187
1901.....	3	9,954			7	7,699			10	17,653
1902.....	1	3,381			7	7,760			8	11,141
1910.....							1	193	1	193
Total.....	36	71,990	54	50,003	56	42,428	11	3,819	157	171,240

^a None built in 1895 or from 1902 to 1910.

On the two pages following is a list of vessels included in the tabulation, the total crews being 2,755, steel vessels being printed in small capitals and iron vessels in italics. Those marked with an asterisk were built abroad. More than half of this foreign-built tonnage admitted to American registry is composed of Hawaiian vessels, which came under the flag upon the annexation of Hawaii.

SQUARE-RIGGED VESSELS OF THE UNITED STATES ON JUNE 30, 1910.

SHIPS.

Name	Crew.	Tonnage	Year built.	Name	Crew.	Tonnage.	Year built.
Shenandoah.....	33	3,406	1890	St. Nicholas.....	10	1,798	1860
ATLAS.....	32	3,381	1902	Tacoma.....	17	1,738	1881
WILLIAM P. FINE.....	31	3,371	1901	Marion Chilcott ¹	16	1,737	1882
ASTRAL.....	33	3,292	1901	STAR OF ALASKA ²	18	1,716	1886
ACME.....	34	3,288	1901	Governor Robie.....	15	1,712	1883
EDWARD SEWALL.....	26	3,206	1899	Oriental.....	16	1,688	1874
DIBIGO.....	28	3,004	1884	Sintram.....	17	1,656	1877
ERSKINE M. PHELPS.....	22	2,998	1898	Jabez Hawes.....	20	1,648	1877
JOHN ENA*.....	24	2,842	1892	Star of France*.....	17	1,644	1877
STAR OF SCOTLAND ³	21	2,293	1887	Berlin.....	17	1,634	1882
MANGA KEVA ⁴	25	2,214	1891	Bohemia.....	16	1,633	1875
Alex. Gibson.....	18	2,194	1877	Star of Italy ⁴	16	1,613	1877
Benj. F. Packard.....	15	2,156	1883	Henry Villard.....	13	1,552	1882
STAR OF GREENLAND ⁴	21	2,148	1892	Santa Clara.....	17	1,535	1876
W. F. Babcock.....	20	2,130	1882	Standard.....	16	1,534	1878
Aryan.....	28	2,123	1893	Indiana.....	15	1,487	1876
Charles E. Moody.....	20	2,003	1882	Elwell.....	15	1,461	1875
Star of Russia ⁵	19	1,981	1874	Llewellyn J. Morse.....	16	1,392	1877
William H. Smith.....	19	1,978	1883	McLaurin.....	15	1,374	1879
Abner Coburn.....	21	1,972	1882	Jacob A. Stamler.....	9	1,198	1856
Reuce.....	17	1,921	1881				
St. Frances.....	17	1,898	1882	American built (36 ves-	701	74,990	
St. Paul.....	14	1,893	1874	sels).....	193	19,997	
S. D. Carleton.....	19	1,882	1890	Foreign built (10 vessels).			
A. J. Fuller.....	11	1,848	1881				
Falls of Clyde ⁴	16	1,800	1878	Total (10 vessels)...	894	94,987	

BARKS.

STAR OF HOLLAND ¹	19	2,131	1885	Carrie Winslow.....	8	943	1880
STAR OF ICELAND ¹	17	1,981	1890	Onaway.....	12	932	1883
Star of England*.....	17	1,943	1893	C. D. Bryant.....	13	929	1878
George Curtis.....	17	1,837	1884	Edward May.....	13	928	1874
James Nesmith.....	15	1,735	1877	Andrew Welch ²	13	903	1888
Pactols.....	17	1,673	1881	Haydn Brown.....	11	864	1876
Levi C. Burgess.....	18	1,616	1877	Alden Besso.....	15	842	1871
Paramita.....	15	1,582	1879	W. B. Flint.....	13	835	1885
Guy C. Goss.....	20	1,572	1879	Harvester.....	16	754	1871
STAR OF FINLAND.....	17	1,570	1899	Charles G. Rice.....	29	697	1879
Isaac Reed.....	15	1,541	1875	Tillie Baker.....	7	654	1876
Hecla.....	15	1,529	1877	Hesper.....	14	695	1882
Olympic.....	15	1,469	1892	S. C. Allen.....	13	690	1888
Girard C. Tobey.....	10	1,459	1878	Albert.....	13	682	1890
Louisiana.....	14	1,436	1873	Agate.....	8	626	1868
B. P. Cheney.....	14	1,322	1874	Will W. Case.....	12	582	1877
Star of India ¹	16	1,318	1863	Boylston.....	10	568	1879
Emily F. Whitney.....	13	1,317	1880	Ferris S. Thompson.....	9	531	1874
Kato Davenport.....	12	1,248	1860	Silicon.....	9	448	1887
Normandy.....	13	1,208	1877	John and Winthrop (W.).....	35	338	1876
St. Katherine.....	13	1,201	1890	Charles W. Morgan (W.).....	38	313	1841
Benj. F. Hunt, jr.....	17	1,190	1882	Wanderer..... (W.).....	37	308	1878
Penobscot.....	14	1,133	1878	Andrew Hicks..... (W.).....	36	309	1867
Charles B. Kenney.....	14	1,128	1878	Alice Knowles..... (W.).....	34	302	1878
E. C. Mowatt ⁴	13	1,123	1868	Gay Head..... (W.).....	31	295	1877
R. P. RUTHER ⁴	13	1,097	1892	Sunbeam.....	22	255	1856
J. D. Peters.....	15	1,085	1875	Morning Star..... (W.).....	31	238	1853
Sonoma.....	13	1,063	1868	Platina..... (W.).....	32	214	1847
Annie Johnson*.....	13	1,049	1872	Bertha..... (W.).....	27	177	1877
FOOLING SUEY ⁴	14	1,018	1888	Grey Hound..... (W.).....	22	177	1851
Nuuanu*.....	15	1,029	1882				
Matanzas.....	11	1,028	1889	American built (54 ves-	929	50,003	
Star of Peru.....	12	1,027	1863	sels).....	178	10,002	
Diamond Head ⁴	4	1,012	1866	Foreign built (13 vessels).			
Star of Chile*.....	12	1,001	1868				
Amy Turner.....	10	991	1877	Total (67 vessels)...	1,107	66,065	
Electra.....	12	985	1868				

(W.)=whaling vessel.

SQUARE-RIGGED VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

BARKENTINES.

Name.	Crew.	Tonnage.	Year built.	Name.	Crew.	Tonnage.	Year built.
Fullerton.....	17	1,554	1902	Encore.....	5	651	1897
Centennial.....	8	1,286	1875	Allanwilde.....	10	638	1884
James Tuft.....	13	1,274	1901	Bruce Hawkins.....	7	614	1889
Aurora.....	13	1,211	1901	Mary Barry.....	7	608	1882
John Palmer.....	12	1,187	1900	J. M. Griffith.....	9	606	1882
Amazon.....	11	1,167	1902	Stephen G. Hart.....	8	605	1876
James Johnson.....	12	1,149	1901	S. G. Wilder.....	11	604	1887
Amaranth.....	12	1,109	1901	John Smith.....	9	588	1882
HAWAII.....	12	1,085	1900	Newsboy.....	10	588	1882
Koko Head.....	13	1,084	1902	Kingdom.....	8	586	1873
Puako.....	13	1,084	1902	Retriever.....	9	547	1881
Lahaina.....	12	1,067	1901	Planter.....	11	524	1886
Coronado.....	13	1,058	1874	Mary Winkelman.....	10	522	1881
Thos. P. Emigh.....	12	1,040	1902	Northwest.....	8	515	1868
Georgina.....	11	998	1901	S. N. Castle.....	11	514	1886
Antioch.....	8	986	1876	Arago.....	9	498	1891
Jane L. Stanford.....	12	970	1892	Klobitatz.....	9	493	1881
John C. Meyer.....	12	932	1902	Gardiner City.....	9	475	1889
John S. Emory.....	10	919	1890	Wrestler.....	9	470	1880
Archer.....	10	900	1876	Daisy Head.....	8	468	1882
Makaweli.....	13	899	1902	J. B. Rabel.....	7	460	1882
Kohala.....	12	891	1901	Gleaner.....	9	413	1892
Charles F. Cocker.....	12	855	1890	Hancock.....	7	412	1869
Kremlin.....	9	786	1890	Amelia.....	11	397	1870
Herbert Fuller.....	9	781	1890	City of Papeete.....	29	389	1883
Mannie Swan.....	8	776	1892	Fremont.....	8	345	1850
Mabel I. Meyers.....	10	750	1891				
Ethel V. Boynton.....	8	739	1890	American built (56 ves-			
Echo.....	9	707	1896	sels).....	578	42,428	
Chabalis.....	9	690	1891	Foreign built (3 vessels)...	35	3,043	
Benicia.....	9	674	1890				
Rachel Emery.....	10	673	1883	Total (59 vessels)...	613	45,471	
Irmgard.....	11	670	1889				

BRIGS AND BRIGANTINES

Motley.....	7	590	1877	Harriet G.....	7	252	1878
Geneva.....	9	495	1892	Viola..... (W)...	24	193	1910
Daisy..... (W)...	13	439	1872	Pilcairn.....	8	156	1890
Lurline.....	7	358	1887				
Galilee.....	7	354	1891	American built (11 ves-			
William G. Irwin.....	8	318	1881	sels).....	141	3,819	
Sullivan..... (W)...	20	344	1896				
Jeanette..... (W)...	31	293	1893	Total (11 vessels)...	141	3,819	

(W)=whaling vessel.

APPENDIX L.

DISTANCES BETWEEN IMPORTANT SEAPORTS.

The following table shows the distances between the important seaports of the United States and the principal seaports of the rest of the world. The distances are computed in nautical miles by the most direct navigable routes:

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) FROM ATLANTIC PORTS IN THE UNITED STATES TO FOREIGN PORTS.

[French Hydrographic Office.]

	Port-land.	Boston	New York.	Phila-delphia	Balti-more	New-Port News	Charles-ton.	Savan-nah.	Key West.	Apalachicola.	Pensa-cola.	Mobile.	Shieldsboro	New Orleans.	Sabine	Galveston.	Mouth of Rio Grande.
<i>Baltic Sea.</i>																	
Denmark: Copenhagen.....	3,300	3,342	3,531	3,684	3,845	3,678	4,017	4,087	4,490	4,890	4,978	5,015	5,038	5,062	5,203	5,239	5,321
Germany: Hamburg.....	3,411	3,453	3,642	3,795	3,956	3,789	4,128	4,198	4,601	5,001	5,089	5,126	5,149	5,173	5,314	5,350	5,432
Sweden and Norway: Christiania.....	3,234	3,276	3,465	3,618	3,779	3,612	3,951	4,021	4,424	4,824	4,912	4,949	4,972	4,996	5,137	5,173	5,255
Gothenburg.....	3,188	3,230	3,419	3,573	3,733	3,566	3,905	3,975	4,378	4,778	4,866	4,903	4,926	4,950	5,091	5,127	5,209
Malmö.....	3,308	3,350	3,539	3,692	3,853	3,686	4,025	4,095	4,498	4,898	4,986	5,023	5,046	5,070	5,211	5,247	5,329
Christianstad.....	3,450	3,492	3,681	3,834	3,995	3,828	4,167	4,237	4,640	5,040	5,128	5,165	5,188	5,212	5,353	5,389	5,471
<i>Germany:</i>																	
Kiel.....	3,391	3,433	3,622	3,775	3,936	3,769	4,108	4,178	4,581	4,981	5,069	5,106	5,129	5,153	5,294	5,330	5,412
Lübeck.....	3,439	3,481	3,670	3,823	3,984	3,817	4,156	4,226	4,629	5,029	5,117	5,154	5,177	5,201	5,342	5,378	5,460
Rostock.....	3,401	3,443	3,632	3,785	3,946	3,779	4,118	4,188	4,591	4,991	5,079	5,116	5,139	5,163	5,304	5,340	5,422
Stralund.....	3,471	3,513	3,702	3,855	4,016	3,849	4,188	4,258	4,661	5,061	5,149	5,186	5,209	5,233	5,374	5,410	5,492
Münster.....	3,625	3,667	3,856	4,009	4,170	4,003	4,342	4,412	4,815	5,215	5,303	5,340	5,363	5,387	5,528	5,564	5,646
<i>Russia:</i>																	
Liban.....	3,631	3,673	3,862	4,015	4,176	4,009	4,348	4,418	4,821	5,221	5,309	5,346	5,369	5,393	5,534	5,570	5,652
Riga.....	3,777	3,819	4,008	4,161	4,322	4,155	4,494	4,564	4,967	5,367	5,455	5,492	5,515	5,539	5,680	5,716	5,798
St. Petersburg.....	4,035	4,077	4,266	4,419	4,580	4,413	4,752	4,822	5,225	5,625	5,713	5,750	5,773	5,797	5,938	5,974	6,056
Helsingfors.....	3,880	3,922	4,111	4,264	4,425	4,258	4,597	4,667	5,070	5,470	5,558	5,595	5,618	5,642	5,783	5,819	5,901
<i>Sweden:</i>																	
Stockholm.....	3,737	3,779	3,968	4,121	4,282	4,115	4,454	4,524	4,927	5,327	5,415	5,452	5,475	5,499	5,640	5,676	5,758
<i>White Sea.</i>																	
Russia: Archangel.....	4,059	4,101	4,290	4,443	4,604	4,437	4,772	4,847	5,278	5,676	5,762	5,799	5,824	5,842	5,989	6,025	6,107
<i>North Sea.</i>																	
Norway: Hammerfest.....	3,474	3,516	3,705	3,858	4,019	3,852	4,187	4,262	4,678	5,076	5,162	5,199	5,224	5,242	5,389	5,425	5,517
Drontheim.....	3,216	3,258	3,447	3,600	3,761	3,594	3,929	4,004	4,420	4,818	4,904	4,941	4,966	4,984	5,131	5,167	5,266

Scotland:	2,799	2,841	3,030	3,133	3,244	3,177	3,512	3,387	4,003	4,401	4,489	4,526	4,549	4,573	4,714	4,730	4,832
Aberdeen.....	2,863	2,905	3,094	3,247	3,403	3,241	3,576	3,651	4,067	4,459	4,577	4,590	4,613	4,637	4,778	4,818	4,922
Dundee.....	2,887	2,929	3,118	3,271	3,432	3,265	3,600	3,675	4,091	4,485	4,577	4,614	4,637	4,661	4,802	4,838	4,942
Leith.....																	
England:																	
Newcastle.....	3,024	3,065	3,255	3,408	3,560	3,402	3,737	3,812	4,128	4,526	4,614	4,651	4,674	4,698	4,839	4,875	4,987
Hull.....	3,032	3,075	3,263	3,416	3,567	3,410	3,745	3,820	4,136	4,534	4,622	4,659	4,682	4,706	4,847	4,883	4,995
London.....	3,044	3,086	3,275	3,428	3,580	3,422	3,757	3,832	4,148	4,546	4,634	4,671	4,694	4,718	4,859	4,895	5,007
Stockton.....	3,052	3,094	3,283	3,436	3,589	3,430	3,765	3,840	4,156	4,554	4,642	4,679	4,702	4,726	4,867	4,903	5,015
Cardiff.....	3,060	3,102	3,291	3,444	3,597	3,438	3,773	3,848	4,164	4,562	4,650	4,687	4,710	4,734	4,875	4,911	5,023
Bristol.....	3,068	3,110	3,299	3,452	3,605	3,446	3,781	3,856	4,172	4,570	4,658	4,695	4,718	4,742	4,883	4,919	5,031
London.....	3,076	3,118	3,307	3,460	3,613	3,454	3,789	3,864	4,180	4,578	4,666	4,703	4,726	4,750	4,891	4,927	5,039
Chatham.....	3,084	3,126	3,315	3,468	3,621	3,462	3,797	3,872	4,188	4,586	4,674	4,711	4,734	4,758	4,899	4,935	5,047
Norway:																	
Bergen.....	2,944	2,986	3,175	3,328	3,481	3,323	3,658	3,748	4,165	4,563	4,651	4,688	4,711	4,735	4,876	4,912	5,024
Germany:																	
Cuxhaven.....	3,172	3,214	3,403	3,556	3,717	3,550	3,886	3,973	4,376	4,774	4,862	4,899	4,922	4,946	5,087	5,123	5,235
Hamburg.....	3,224	3,266	3,455	3,608	3,769	3,602	3,938	4,025	4,428	4,826	4,914	4,951	4,974	5,008	5,149	5,185	5,297
Bremerhaven.....	3,276	3,318	3,507	3,660	3,821	3,654	3,990	4,077	4,480	4,878	4,966	5,003	5,026	5,060	5,201	5,237	5,349
Bremen.....	3,328	3,370	3,559	3,712	3,873	3,706	4,042	4,129	4,532	4,930	5,018	5,055	5,078	5,112	5,253	5,289	5,401
Holland:																	
Amsterdam.....	3,124	3,166	3,355	3,508	3,660	3,499	3,835	3,918	4,313	4,711	4,799	4,836	4,859	4,883	5,024	5,060	5,172
Rotterdam.....	3,176	3,218	3,407	3,560	3,721	3,560	3,896	3,979	4,384	4,782	4,870	4,907	4,930	4,954	5,095	5,131	5,243
Belgium:																	
Antwerp.....	3,094	3,136	3,325	3,478	3,630	3,472	3,808	3,891	4,286	4,684	4,772	4,809	4,832	4,856	4,997	5,033	5,145
Ostend.....	3,046	3,088	3,277	3,430	3,583	3,425	3,761	3,844	4,239	4,637	4,725	4,762	4,785	4,809	4,950	4,986	5,098
France:																	
Calais.....	2,975	3,017	3,206	3,359	3,520	3,353	3,689	3,776	4,144	4,542	4,630	4,667	4,690	4,714	4,855	4,891	5,003
Boulogne.....	2,983	3,025	3,214	3,367	3,528	3,361	3,697	3,784	4,152	4,550	4,638	4,675	4,698	4,722	4,863	4,899	5,011
Havre.....	2,991	3,033	3,222	3,375	3,536	3,369	3,705	3,792	4,160	4,558	4,646	4,683	4,706	4,730	4,871	4,907	5,019
Rouen.....	2,999	3,041	3,230	3,383	3,544	3,377	3,713	3,800	4,168	4,566	4,654	4,691	4,714	4,738	4,879	4,915	5,027
Cherbourg.....	2,983	3,025	3,214	3,367	3,528	3,361	3,697	3,784	4,152	4,550	4,638	4,675	4,698	4,722	4,863	4,899	5,011
England:																	
Dover.....	2,980	3,022	3,211	3,364	3,525	3,358	3,694	3,781	4,149	4,547	4,635	4,672	4,695	4,719	4,860	4,896	5,008
Plymouth.....	2,972	3,014	3,203	3,356	3,517	3,350	3,686	3,773	4,141	4,539	4,627	4,664	4,687	4,711	4,852	4,888	5,000
Portsmouth.....	2,980	3,022	3,211	3,364	3,525	3,358	3,694	3,781	4,149	4,547	4,635	4,672	4,695	4,719	4,860	4,896	5,008
Cowes.....	2,972	3,014	3,203	3,356	3,517	3,350	3,686	3,773	4,141	4,539	4,627	4,664	4,687	4,711	4,852	4,888	5,000
Southampton.....	2,980	3,022	3,211	3,364	3,525	3,358	3,694	3,781	4,149	4,547	4,635	4,672	4,695	4,719	4,860	4,896	5,008
Plymouth.....	2,972	3,014	3,203	3,356	3,517	3,350	3,686	3,773	4,141	4,539	4,627	4,664	4,687	4,711	4,852	4,888	5,000
Atlantic Ocean.																	
Scotland:	2,701	2,743	2,932	3,035	3,247	3,080	3,423	3,497	3,916	4,304	4,392	4,429	4,452	4,476	4,617	4,653	4,765
Glasgow.....	2,764	2,806	2,995	3,148	3,301	3,134	3,477	3,551	3,970	4,358	4,446	4,483	4,506	4,530	4,671	4,707	4,819
Greencock.....																	
England:																	
Liverpool.....	2,778	2,820	3,010	3,163	3,324	3,157	3,500	3,574	3,993	4,381	4,469	4,506	4,529	4,553	4,694	4,730	4,842
Milford.....	2,751	2,793	2,983	3,136	3,297	3,130	3,473	3,547	3,966	4,354	4,442	4,479	4,502	4,526	4,667	4,703	4,815
Cardiff.....	2,749	2,791	2,981	3,134	3,295	3,128	3,471	3,545	3,964	4,352	4,440	4,477	4,500	4,524	4,665	4,701	4,813
Bristol.....	2,780	2,822	3,012	3,165	3,326	3,159	3,502	3,576	3,995	4,383	4,471	4,508	4,531	4,555	4,696	4,732	4,844
Ireland:																	
Belfast.....	2,656	2,698	2,888	3,041	3,202	3,035	3,378	3,449	3,868	4,256	4,344	4,381	4,404	4,428	4,569	4,605	4,717
Dublin.....	2,713	2,755	2,945	3,098	3,259	3,092	3,435	3,506	3,925	4,313	4,401	4,438	4,461	4,485	4,626	4,662	4,774
Cork.....	2,565	2,607	2,797	2,950	3,111	2,944	3,287	3,358	3,776	4,164	4,252	4,289	4,312	4,336	4,477	4,513	4,625
Kinsale.....	2,563	2,605	2,795	2,948	3,109	2,942	3,285	3,356	3,774	4,162	4,250	4,287	4,310	4,334	4,475	4,511	4,623

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) FROM ATLANTIC PORTS IN THE UNITED STATES TO FOREIGN PORTS—Continued.

	Port-land.	Boston.	New York.	Phila- del- phia.	Balti- more.	New- port News.	Charles- ton.	Savan- nah.	Key West.	Apa- lach- cola.	Pensa- cola.	Mobile.	Shields-New Or- leans.	Sabine.	Galves- ton.	Mouth of Rio Grande.
<i>Atlantic Ocean—Continued.</i>																
France:																
Brest.....	2,723	2,765	2,954	3,107	3,268	3,101	3,432	3,503	3,888	4,286	4,374	4,411	4,434	4,458	4,599	4,717
Bordeaux.....	2,956	2,998	3,187	3,340	3,501	3,334	3,660	3,732	4,106	4,504	4,592	4,629	4,652	4,676	4,817	4,935
Spain:																
Madrid.....	2,887	2,929	3,118	3,272	3,424	3,257	3,579	3,651	4,011	4,409	4,497	4,534	4,557	4,581	4,722	4,840
Barcelona.....	2,920	2,962	3,151	3,305	3,457	3,290	3,612	3,684	4,044	4,442	4,530	4,567	4,590	4,614	4,755	4,873
Valencia.....	2,846	2,888	3,077	3,232	3,383	3,216	3,539	3,611	4,010	4,408	4,496	4,533	4,556	4,580	4,721	4,839
Santander.....	2,668	2,708	2,892	3,046	3,198	3,031	3,347	3,419	3,768	4,166	4,254	4,291	4,314	4,338	4,479	4,597
Vigo.....																
Portugal:																
Lisbon.....	2,698	2,740	2,912	3,076	3,228	3,056	3,369	3,441	3,783	4,181	4,269	4,306	4,329	4,353	4,494	4,612
Oporto.....	2,741	2,782	2,953	3,117	3,254	3,087	3,393	3,463	3,789	4,187	4,275	4,312	4,335	4,359	4,500	4,618
<i>Mediterranean Sea.</i>																
Spain:																
Gibraltar.....	2,958	3,014	3,186	3,338	3,492	3,315	3,617	3,687	4,005	4,403	4,491	4,528	4,551	4,576	4,716	4,834
Malaga.....	3,019	3,075	3,247	3,399	3,551	3,376	3,678	3,748	4,066	4,464	4,552	4,589	4,612	4,637	4,777	4,895
Valencia.....	3,046	3,102	3,274	3,426	3,578	3,403	3,705	3,775	4,093	4,491	4,579	4,616	4,639	4,664	4,804	4,922
Barcelona.....	3,472	3,528	3,700	3,854	3,980	3,829	4,131	4,201	4,519	4,917	5,005	5,042	5,065	5,090	5,230	5,348
Balearic Isles:																
Port Mahon.....	3,480	3,536	3,708	3,862	4,004	3,837	4,139	4,209	4,527	4,925	5,013	5,050	5,073	5,098	5,238	5,356
France:																
Marseilles.....	3,648	3,704	3,876	4,030	4,172	4,005	4,307	4,377	4,695	5,093	5,181	5,218	5,241	5,266	5,406	5,524
Toulon.....	3,656	3,712	3,884	4,038	4,180	4,013	4,315	4,385	4,703	5,101	5,189	5,226	5,249	5,274	5,414	5,532
Nice.....	3,722	3,778	3,950	4,104	4,246	4,079	4,381	4,451	4,769	5,167	5,255	5,292	5,315	5,340	5,480	5,598
Corse:																
Ajaccio.....	3,710	3,766	3,938	4,092	4,234	4,067	4,369	4,439	4,757	5,155	5,243	5,280	5,303	5,328	5,468	5,586
Sardinia:																
Porto Torres.....	3,700	3,756	3,928	4,082	4,224	4,057	4,359	4,429	4,747	5,145	5,233	5,270	5,293	5,318	5,458	5,576
Italy:																
Genoa.....	3,810	3,866	4,038	4,192	4,334	4,167	4,469	4,539	4,857	5,255	5,343	5,380	5,403	5,428	5,568	5,686
Leghorn.....	3,827	3,883	4,055	4,209	4,351	4,184	4,486	4,556	4,874	5,272	5,360	5,397	5,420	5,445	5,585	5,703
Cyprus.....	3,835	3,891	4,063	4,217	4,359	4,192	4,494	4,564	4,882	5,280	5,368	5,405	5,428	5,453	5,593	5,711
Greece:																
Naples.....	3,944	4,000	4,172	4,326	4,468	4,301	4,603	4,673	4,991	5,389	5,477	5,514	5,537	5,562	5,702	5,820
Patras.....	4,213	4,269	4,441	4,595	4,737	4,570	4,872	4,942	5,260	5,658	5,746	5,783	5,806	5,831	5,971	6,089
Slovenia:																
Messina.....	3,993	4,049	4,221	4,375	4,517	4,350	4,652	4,722	5,040	5,438	5,526	5,563	5,586	5,611	5,751	5,869
Syracuse.....	4,011	4,067	4,239	4,393	4,535	4,368	4,670	4,740	5,058	5,456	5,544	5,581	5,604	5,629	5,769	5,887
Palermo.....	3,886	3,942	4,114	4,268	4,410	4,243	4,545	4,615	4,933	5,331	5,419	5,456	5,479	5,504	5,644	5,762

Adriatic Sea.												
Italy:	4,325	4,468	4,652	4,794	4,929	4,999	5,317	5,715	5,803	5,840	5,888	6,054
Brindisi.....	4,439	4,695	5,021	5,163	5,298	5,368	5,686	6,084	6,172	6,209	6,257	6,433
Venice.....		4,687		4,996								6,433
Austria:	4,630	4,837	5,021	5,163	5,298	5,368	5,686	6,084	6,172	6,209	6,257	6,433
Trieste.....	4,541	4,769	4,923	5,065	5,200	5,270	5,588	5,986	6,074	6,111	6,159	6,335
Finno.....												6,417
Mediterranean Sea.												
Turkey:	4,328	4,500	4,654	4,796	4,931	5,001	5,319	5,717	5,805	5,842	5,890	6,148
Corin.....												6,148
Greece and Ionian Isles:	4,270	4,326	4,498	4,794	4,929	4,999	5,317	5,715	5,803	5,840	5,888	6,146
Vathy (Ithaca).....	4,278	4,334	4,506	4,802	4,937	5,007	5,325	5,723	5,811	5,848	5,896	6,154
Zante.....	4,311	4,367	4,539	4,835	4,970	5,040	5,358	5,756	5,844	5,881	5,929	6,187
Lepanto.....	4,369	4,425	4,597	4,893	5,028	5,098	5,416	5,814	5,902	5,931	5,987	6,245
Corinth.....												
Archipelago:	4,467	4,547	4,715	5,011	5,146	5,216	5,534	5,932	6,020	6,057	6,245	6,363
Le Piræa.....	4,472	4,728	4,900	5,196	5,029	5,331	5,401	5,719	6,205	6,242	6,300	6,548
Smyrna.....	4,614	4,670	4,842	5,138	5,373	5,343	5,661	6,059	6,147	6,184	6,232	6,490
Rhodes.....												
Candia:	4,410	4,466	4,638	4,792	4,934	5,009	5,457	5,855	5,943	5,980	6,028	6,286
Canea.....												
Dardanelles:	4,795	4,851	5,023	5,177	5,319	5,324	5,842	6,240	6,328	6,365	6,413	6,671
Constantinople.....												
Black Sea:	5,142	5,198	5,370	5,666	5,801	5,871	6,189	6,587	6,675	6,712	6,790	7,018
Odessa.....	5,686	5,242	5,414	5,710	5,543	5,915	6,233	6,631	6,719	6,756	6,804	6,980
Kherson.....	5,098	5,154	5,326	5,622	5,757	5,827	6,145	6,543	6,631	6,668	6,716	6,974
Sebastopol.....	5,387	5,443	5,615	5,760	5,744	6,116	6,434	6,832	6,920	6,957	7,145	7,267
Batum.....	5,391	5,447	5,619	5,915	6,050	6,120	6,438	6,836	6,924	6,961	7,149	7,263
Azof.....												
Cyprus:	4,976	5,032	5,204	5,338	5,635	5,705	6,023	6,421	6,509	6,546	6,594	6,852
Pamagusta.....												
Turkey in Asia:	5,047	5,103	5,275	5,571	5,706	5,776	6,094	6,491	6,580	6,617	6,665	6,923
Alexandretta.....												
Syria:	5,001	5,057	5,229	5,525	5,660	5,730	6,048	6,446	6,534	6,571	6,619	6,877
Beirut.....												
Egypt:	4,801	4,947	5,019	5,273	5,248	5,620	5,938	6,336	6,424	6,451	6,485	6,767
Port Said.....	4,763	4,819	4,991	5,287	5,120	5,492	5,810	6,208	6,296	6,333	6,381	6,639
Alexandria.....												
Tripoli and Tunis:	4,051	4,107	4,279	4,433	4,408	4,780	5,098	5,496	5,584	5,621	5,669	5,927
Tripoli.....	3,735	3,791	3,963	4,117	4,259	4,464	4,782	5,180	5,268	5,305	5,353	5,602
Bizerta.....												
Algiers.....	3,367	3,423	3,595	3,891	4,026	4,096	4,414	4,812	4,900	4,937	4,985	5,243
Morocco:	2,959	3,015	3,187	3,483	3,618	3,688	4,006	4,404	4,492	4,529	4,577	4,835
Carta.....	2,958	3,014	3,186	3,482	3,617	3,687	4,005	4,403	4,491	4,528	4,576	4,834
Tanger.....												

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) FROM ATLANTIC PORTS IN THE UNITED STATES TO FOREIGN PORTS—Continued.

	Port-land.	Boston	New York	Phila- del- phia.	Balti- more.	New- port News.	Charles- ton.	Savan- nah.	Key West.	Apa- lach- cola.	Pensa- cola.	Mobile.	Shields- boro.	New Or- leans.	Sabine	Galves- ton.	Mouth of Rio Grande.
<i>Africa.</i>																	
<i>Atlantic Ocean.</i>																	
Dakar.....	3,294	3,219	3,333	3,425	3,516	3,340	3,556	3,613	3,741	4,139	4,227	4,204	4,287	4,311	4,452	4,488	4,670
Reunion.....	3,641	3,643	3,776	3,851	3,937	3,770	3,904	4,017	4,094	4,492	4,580	4,617	4,640	4,664	4,805	4,841	4,898
Cape Palmas.....	4,059	4,070	4,178	4,265	4,300	4,133	4,264	4,417	4,488	4,886	4,974	5,011	5,038	5,068	5,199	5,235	5,317
Aden.....	4,536	4,547	4,655	4,742	4,777	4,610	4,741	4,894	4,961	5,359	5,448	5,481	5,508	5,531	5,662	5,708	5,817
St. Paul de Loanda.....	5,551	5,562	5,670	5,757	5,843	5,676	5,870	5,925	5,966	6,364	6,452	6,489	6,512	6,536	6,667	6,713	6,793
Cape Town.....	6,710	6,737	6,851	6,938	7,025	6,858	7,052	7,107	7,148	7,546	7,634	7,671	7,694	7,718	7,849	7,895	8,000
<i>Iceland.</i>																	
Reykjavik.....	2,266	2,308	2,497	2,650	2,611	2,444	2,987	3,067	3,470	3,868	3,956	3,993	4,016	4,040	4,181	4,217	4,299
<i>Newfoundland.</i>																	
St. John.....	839	881	1,070	1,223	1,384	1,217	1,560	1,640	2,043	2,441	2,529	2,566	2,589	2,613	2,754	2,790	2,872
St. Pierre.....	669	711	904	1,058	1,210	1,043	1,397	1,467	1,874	2,272	2,360	2,390	2,420	2,444	2,585	2,621	2,703
<i>Canada.</i>																	
Quebec.....	1,161	1,205	1,404	1,558	1,739	1,572	1,904	1,978	2,377	2,775	2,863	2,900	2,923	2,947	3,088	3,124	3,206
Montreal.....	1,301	1,346	1,544	1,698	1,869	1,702	2,044	2,118	2,517	2,915	3,003	3,040	3,063	3,087	3,228	3,264	3,346
Dalhousie.....	1,775	1,820	2,018	2,172	2,343	2,176	2,518	2,592	2,991	3,389	3,477	3,514	3,537	3,561	3,702	3,738	3,820
Miramichi.....	680	725	923	1,077	1,248	1,081	1,423	1,497	2,000	2,398	2,486	2,523	2,546	2,570	2,711	2,747	2,829
Picton.....	553	595	796	950	1,105	938	1,291	1,361	1,775	2,173	2,261	2,291	2,321	2,345	2,486	2,522	2,604
Cape Breton.....	513	555	756	910	1,065	898	1,251	1,321	1,735	2,133	2,221	2,251	2,281	2,305	2,446	2,482	2,564
Georgetown.....	548	589	790	944	1,099	931	1,283	1,353	1,767	2,165	2,253	2,283	2,313	2,337	2,478	2,514	2,596
Charlottetown.....	575	627	828	982	1,137	970	1,323	1,393	1,807	2,205	2,293	2,323	2,353	2,377	2,518	2,554	2,636
Sydney.....	563	605	806	960	1,115	948	1,301	1,371	1,785	2,183	2,271	2,301	2,331	2,355	2,496	2,532	2,614
Halifax.....	543	585	786	940	1,095	928	1,281	1,351	1,765	2,163	2,251	2,281	2,311	2,335	2,476	2,512	2,594
<i>United States.</i>																	
Portland.....	111	362	529	693	857	696	901	971	1,400	1,798	1,886	1,916	1,946	1,970	2,111	2,147	2,229
Boston.....	111	300	477	641	805	644	849	919	1,348	1,746	1,834	1,864	1,894	1,918	2,059	2,095	2,177
New York.....	362	300	477	641	805	644	849	919	1,348	1,746	1,834	1,864	1,894	1,918	2,059	2,095	2,177
Philadelphia.....	529	477	641	805	969	805	1,009	1,079	1,508	1,906	2,000	2,030	2,060	2,084	2,225	2,261	2,343
Baltimore.....	693	641	805	969	1,133	969	1,173	1,243	1,672	2,070	2,164	2,194	2,224	2,248	2,389	2,425	2,507
Newport News.....	526	474	638	802	966	802	1,006	1,076	1,505	1,903	2,000	2,030	2,060	2,084	2,225	2,261	2,343
Charleston.....	901	849	1,013	1,177	1,341	1,177	1,381	1,451	1,880	2,278	2,372	2,402	2,432	2,456	2,597	2,633	2,715
Savannah.....	971	919	1,083	1,247	1,411	1,247	1,451	1,521	1,950	2,348	2,442	2,472	2,502	2,526	2,667	2,703	2,785
Key West.....	1,400	1,348	1,746	2,144	2,542	2,380	2,584	2,654	3,083	3,481	3,575	3,605	3,635	3,659	3,800	3,836	3,918
Apalachicola.....	1,798	1,746	2,144	2,542	2,940	2,778	2,982	3,052	3,481	3,879	3,973	4,003	4,033	4,057	4,198	4,234	4,316
Pensacola.....	1,896	1,844	2,242	2,640	3,038	2,876	3,080	3,150	3,579	3,977	4,071	4,101	4,131	4,155	4,296	4,332	4,414
Mobile.....	1,916	1,864	2,262	2,660	3,058	2,896	3,100	3,170	3,600	3,998	4,092	4,122	4,152	4,176	4,317	4,353	4,435
Shieldsboro.....	1,946	1,894	2,292	2,690	3,088	2,926	3,130	3,200	3,630	4,028	4,122	4,152	4,182	4,206	4,347	4,383	4,465
New Orleans.....	1,970	1,918	2,316	2,714	3,112	2,950	3,154	3,224	3,654	4,052	4,146	4,176	4,206	4,230	4,371	4,407	4,489
Sabine.....	2,111	2,059	2,457	2,855	3,253	3,091	3,295	3,365	3,795	4,193	4,287	4,317	4,347	4,371	4,512	4,548	4,630
Galveston.....	2,147	2,095	2,493	2,891	3,289	3,127	3,331	3,401	3,831	4,229	4,323	4,353	4,383	4,407	4,548	4,584	4,666

Gulf of Mexico.

United States:	1,485	1,496	847	642	530	505	192	134	180
Matagorda.....	1,427	1,398	835	682	598	550	284	237	.....
Mexico:									
North of Rio Grande.....									
Tampico.....	1,476	1,447	893	819	749	705	495	453	230
Tuxpan.....	1,471	1,442	893	840	781	744	562	520	318
Veracruz.....	1,415	1,413	854	875	840	788	645	611	415
Yucatan.....	1,293	1,274	794	780	705	745	645	611	510
Carmen.....	1,273	1,244	694	782	751	738	645	635	530
Campeche.....	1,198	1,169	611	679	608	635	625	615	523

Caribbean Sea.

West Indies:									
Bahamas.....	1,068	901	92	441	539	631	779	805	869
Cienfuegos.....	1,036	613	90	421	512	597	738	765	819
San Juan.....	1,345	1,248	510	752	803	851	947	930	992
Kingston.....	1,372	1,009	641	998	1,004	1,138	1,250	1,257	1,257
Miriguan.....	1,402	1,110	758	1,014	1,062	1,198	1,268	1,248	1,248
Port au Prince.....	1,320	1,095	683	990	1,007	1,125	1,239	1,239	1,239
Gonaives.....	1,307	1,115	657	971	1,073	1,179	1,260	1,260	1,260
Cape Haitien.....	1,262	1,082	614	981	1,083	1,189	1,260	1,260	1,260
Cape Domingue.....	1,502	1,038	924	981	1,083	1,189	1,260	1,260	1,260
Jamaica.....	1,456	1,231	785	1,142	1,244	1,333	1,429	1,429	1,429
Cayes.....	1,401	1,088	717	1,074	1,170	1,270	1,366	1,366	1,366
San Juan.....	1,416	1,108	972	1,328	1,431	1,537	1,678	1,678	1,678
St. Thomas.....	1,430	1,126	1,040	1,397	1,499	1,605	1,746	1,746	1,746
St. Bartholomew.....	1,563	1,316	1,160	1,517	1,619	1,725	1,866	1,866	1,866
Basse Terre.....	1,651	1,479	1,313	1,670	1,772	1,878	2,019	2,019	2,019
Pointe a Pitre.....	1,625	1,450	1,304	1,640	1,742	1,848	1,989	1,989	1,989
Roussau.....	1,688	1,493	1,304	1,661	1,763	1,869	2,010	2,010	2,010
St. Pierre.....	1,707	1,507	1,330	1,687	1,789	1,895	2,036	2,036	2,036
Fort de France.....	1,721	1,519	1,340	1,697	1,799	1,905	2,046	2,046	2,046
Port Castries.....	1,714	1,517	1,340	1,697	1,799	1,905	2,046	2,046	2,046
Central America:									
Belize.....	1,656	1,448	1,229	1,590	1,692	1,798	1,939	1,939	1,939
Truxillo.....	1,750	1,527	1,246	1,604	1,706	1,812	1,953	1,953	1,953
Greytown.....	1,694	1,496	1,253	1,590	1,692	1,798	1,939	1,939	1,939
United States of Colombia:									
Colon.....	1,926	1,698	1,086	1,285	1,344	1,380	1,465	1,465	1,465
Savannah.....	1,997	1,886	1,072	1,248	1,307	1,343	1,428	1,428	1,428
Cartagena.....	1,795	1,601	1,000	1,185	1,244	1,280	1,365	1,365	1,365
Santa Marta.....	1,743	1,516	1,000	1,185	1,244	1,280	1,365	1,365	1,365
Maracaibo (Venezuela).....	1,889	1,608	1,000	1,185	1,244	1,280	1,365	1,365	1,365
Curacao (Dutch West Indies).....	1,780	1,585	1,000	1,185	1,244	1,280	1,365	1,365	1,365
Puerto Cabello (Venezuela).....	1,832	1,608	1,000	1,185	1,244	1,280	1,365	1,365	1,365
La Guaira (Venezuela).....	1,843	1,616	1,000	1,185	1,244	1,280	1,365	1,365	1,365
Carupana.....	1,889	1,616	1,000	1,185	1,244	1,280	1,365	1,365	1,365
Trinidad:									
Port of Spain.....	1,924	1,681	1,000	1,185	1,244	1,280	1,365	1,365	1,365

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) FROM ATLANTIC PORTS IN THE UNITED STATES TO FOREIGN PORTS—Continued.

	Port-land.	Boston.	New York.	Philadel-phia.	Balti-more.	New-Port News.	Charles-ton.	Savannah.	Key West.	Apalachicola.	Pensacola.	Mobile.	Shieldsboro.	New Orleans.	Sabine.	Galveston.	Month of Rio Grande.
<i>Atlantic Ocean.</i>																	
Azores:	1,900	1,943	2,093	2,297	2,362	2,195	2,501	2,574	2,880	3,278	3,366	3,403	3,426	3,440	3,591	3,627	3,709
Horta.....	2,043	2,086	2,243	2,414	2,500	2,339	2,645	2,677	3,020	3,418	3,506	3,543	3,566	3,580	3,731	3,767	3,849
Punta Delgada.....																	
Madeira:	2,575	2,615	2,768	2,931	3,021	2,854	3,145	3,216	3,486	3,884	3,972	4,009	4,032	4,056	4,197	4,233	4,315
Funchal.....																	
Canary Islands:																	
Palmas.....	2,777	2,812	2,938	3,113	3,198	3,031	3,308	3,375	3,578	3,976	4,064	4,101	4,124	4,148	4,289	4,325	4,407
Tenacife.....	2,744	2,779	2,925	3,080	3,165	2,998	3,275	3,342	3,542	3,941	4,029	4,066	4,089	4,113	4,254	4,290	4,372
Cape Verde Islands:																	
St. Vincent.....	2,805	2,812	2,919	3,031	3,088	2,921	3,115	3,169	3,308	3,701	3,789	3,826	3,849	3,873	4,014	4,050	4,131
Bermuda:																	
Port Hamilton.....	739	696	576	729	759	592	816	830	1,060	1,458	1,576	1,613	1,636	1,660	1,801	1,837	1,919
Ascension:																	
Georgetown.....	4,329	4,320	4,393	4,477	4,513	4,346	4,459	4,503	4,484	4,877	4,965	5,002	5,025	5,094	5,190	5,226	5,240
St. Helena:																	
James Town.....	5,030	5,022	5,096	5,182	5,218	5,051	5,114	5,201	5,140	5,533	5,621	5,658	5,681	5,705	5,846	5,883	5,896
Guianas:																	
Demerara.....	2,289	2,253	2,209	2,225	2,204	2,037	1,984	2,202	1,797	2,190	2,278	2,315	2,338	2,362	2,503	2,540	2,553
Paramaribo.....	2,420	2,383	2,338	2,397	2,394	2,217	2,154	2,172	1,965	2,358	2,446	2,483	2,506	2,530	2,671	2,708	2,721
Cayenne.....	2,506	2,476	2,443	2,472	2,468	2,331	2,450	2,462	2,214	2,507	2,595	2,632	2,655	2,679	2,820	2,857	2,870
Brazil:																	
Pera.....	2,982	2,931	2,910	2,940	2,935	2,758	2,844	2,856	2,678	2,971	3,159	3,096	3,119	3,143	3,284	3,320	3,334
Ceara.....	3,320	3,234	3,300	3,351	3,330	3,153	3,239	3,250	3,090	3,483	3,571	3,608	3,631	3,655	3,796	3,832	3,846
Parana.....	3,701	3,596	3,696	3,749	3,728	3,551	3,637	3,648	3,498	3,891	3,979	4,016	4,039	4,063	4,204	4,240	4,254
Paranagu.....	3,513	3,434	3,504	3,554	3,533	3,356	3,442	3,453	3,293	3,686	3,774	3,811	3,834	3,858	4,000	4,036	4,050
Bahia.....	4,100	4,066	4,096	4,166	4,158	3,981	4,067	4,078	3,918	4,311	4,400	4,437	4,460	4,484	4,626	4,662	4,676
Rio de Janeiro.....	4,783	4,748	4,773	4,823	4,826	4,649	4,735	4,746	4,586	4,979	5,068	5,105	5,128	5,152	5,294	5,330	5,344
Santos.....	5,000	4,964	4,985	5,035	5,026	4,849	4,935	4,946	4,786	5,179	5,268	5,305	5,328	5,352	5,494	5,530	5,544
Ranagua.....	5,470	5,433	5,455	5,515	5,527	5,350	5,400	5,423	5,263	5,656	5,745	5,782	5,805	5,829	5,971	6,007	6,021
La Plata Bay:																	
Montevideo.....	5,773	5,738	5,768	5,818	5,830	5,653	5,703	5,726	5,566	5,959	6,048	6,085	6,108	6,132	6,274	6,310	6,324
Buenos Aires.....	5,873	5,838	5,868	5,918	5,930	5,753	5,803	5,826	5,666	6,059	6,148	6,185	6,208	6,232	6,374	6,410	6,424
Rosario.....	6,093	6,058	6,088	6,138	6,150	5,973	6,023	6,046	5,886	6,279	6,368	6,405	6,428	6,452	6,594	6,630	6,644
Port Belgrano.....	6,130	6,095	6,125	6,175	6,187	6,010	6,060	6,083	5,923	6,316	6,405	6,442	6,465	6,489	6,631	6,667	6,681
Patagonia:																	
Port Gallagos.....	6,810	6,775	6,805	6,855	6,867	6,700	6,740	6,769	6,609	6,992	7,081	7,118	7,141	7,165	7,307	7,343	7,357
Falkland Islands:																	
Port William.....	6,553	6,518	6,548	6,598	6,610	6,443	6,483	6,512	6,352	6,735	6,824	6,861	6,884	6,908	7,050	7,086	7,100
Port Cook.....	6,551	6,516	6,546	6,596	6,608	6,441	6,481	6,510	6,350	6,733	6,822	6,859	6,882	6,906	7,048	7,084	7,098
Straits of Magellan:																	
Punta Arenas.....	6,895	6,860	6,890	6,940	6,952	6,785	6,825	6,854	7,003	7,242	7,292	7,327	7,330	7,340	7,482	7,518	7,532

**MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) FROM PACIFIC PORTS IN THE
UNITED STATES AND VICTORIA TO FOREIGN PORTS.**

[French Hydrographic Office.]

	San Diego.	San Pedro.	San Francisco.	Monterey.	San Francisco.	Trinidad.	Crescent City.	Astoria.	Victoria.	Sitka.	Honolulu.
<i>Indian Ocean.</i>											
<i>Africa:</i>											
Port Elizabeth.....	9,881	9,001	10,004	10,183	10,258	10,470	10,511	10,708	10,677	11,499	10,106
Port Natal.....	10,201	10,221	10,324	10,503	10,578	10,760	10,831	11,118	11,297	11,210	10,108
Delagoa Bay.....	10,521	10,541	10,644	10,823	10,898	11,110	11,151	11,438	11,617	11,120	10,274
Mozambique.....	11,248	11,268	11,371	11,442	11,414	11,285	11,258	11,114	11,089	10,536	9,875
Zanzibar.....	11,785	11,700	11,630	11,422	11,394	11,245	11,238	11,091	11,069	10,516	9,977
<i>Comore Islands:</i>											
Grand Comore....	11,617	11,538	11,462	11,254	11,226	11,077	11,070	10,920	10,901	10,318	9,703
<i>Madagascar:</i>											
Tamatava.....	11,396	11,317	11,241	11,033	11,005	10,856	10,819	10,705	10,680	10,127	9,343
<i>Réunion Islands:</i>											
St. Denis.....	11,071	10,992	10,916	10,736	10,708	10,559	10,552	10,408	10,385	9,830	9,024
<i>Red Sea:</i>											
Suakin.....	12,012	11,933	11,857	11,649	11,621	11,472	11,465	11,321	11,290	10,713	10,220
Moka.....	11,511	11,432	11,356	11,148	11,120	10,971	10,964	10,820	10,795	10,242	9,716
SUEZ.....	12,018	12,569	12,403	12,285	12,257	12,108	12,101	11,957	11,932	11,370	10,852
<i>Arabia:</i>											
Aden.....	11,351	11,272	11,196	10,988	10,960	10,811	10,804	10,660	10,635	10,082	9,555
<i>Persia:</i>											
Busheer.....	11,489	11,410	11,334	11,126	11,098	10,949	10,942	10,798	10,773	10,220	9,699
<i>Ceylon:</i>											
Colombo.....	9,291	9,212	9,136	8,928	8,900	8,751	8,744	8,600	8,575	8,022	7,495
<i>India:</i>											
Kurrachee.....	10,021	10,542	10,466	10,258	10,230	10,081	10,074	9,930	9,905	9,352	8,825
Bombay.....	10,171	10,092	10,016	9,808	9,780	9,631	9,624	9,480	9,455	8,902	8,375
Goa.....	9,951	9,872	9,796	9,588	9,560	9,411	9,404	9,260	9,235	8,682	8,155
Madras.....	9,301	9,222	9,146	8,938	8,910	8,761	8,754	8,610	8,585	8,032	7,505
Calcutta.....	9,381	9,302	9,226	9,018	8,990	8,841	8,834	8,690	8,665	8,112	7,585
<i>Malaccan Peninsula:</i>											
Singapore.....	7,721	7,642	7,566	7,358	7,330	7,181	7,174	7,030	7,005	6,425	5,925
<i>Andaman Islands:</i>											
Port Cornwallis....	8,713	8,634	8,558	8,350	8,322	8,173	8,166	8,022	7,997	7,444	6,917
<i>Sumatra:</i>											
Padang.....	8,544	8,465	8,389	8,200	8,181	8,032	8,025	7,881	7,856	7,303	6,497
<i>Pacific Ocean.</i>											
<i>Java:</i>											
Anjer-Bantam.....	8,023	7,944	7,868	7,688	7,660	7,511	7,504	7,330	7,335	6,782	5,979
<i>Australia:</i>											
Melbourne.....	7,039	6,955	6,899	6,642	6,654	6,495	6,488	6,316	6,321	5,768	5,111
Sydney.....	6,552	6,468	6,412	6,140	6,152	5,993	5,986	5,814	5,819	5,266	4,609
Newcastle.....	6,503	6,419	6,363	6,091	6,103	5,944	5,937	5,765	5,770	5,217	4,560
Brisbane.....	6,330	6,246	6,190	5,918	5,930	5,771	5,764	5,592	5,597	5,044	4,387
<i>Tasmania:</i>											
Hobart Town.....	6,981	6,907	6,831	6,569	6,581	6,422	6,415	6,243	6,248	5,695	5,038
<i>New Caledonia:</i>											
Noumea.....	5,523	5,479	5,435	5,172	5,184	5,025	5,018	4,846	4,851	4,298	3,641
<i>New Zealand:</i>											
Auckland.....	5,719	5,675	5,631	5,368	5,380	5,221	5,214	5,042	5,047	4,494	3,837
Wellington.....	5,914	5,870	5,826	5,563	5,575	5,416	5,409	5,237	5,242	4,689	4,032
<i>Siam:</i>											
Bangkok.....	7,813	7,734	7,658	7,450	7,422	7,273	7,266	7,122	7,097	6,544	6,127
<i>Cochin China:</i>											
Saigon.....	7,396	7,317	7,241	7,033	7,005	6,856	6,849	6,703	6,680	6,127	5,576
<i>Hainan:</i>											
Kiung-chow.....	6,089	6,010	5,934	5,726	5,698	5,539	5,532	5,386	5,363	4,810	4,257
<i>China:</i>											
Canton.....	6,517	6,438	6,362	6,154	6,126	5,967	5,960	5,814	5,791	5,238	4,685
Hongkong.....	6,439	6,360	6,284	6,076	6,048	5,889	5,882	5,736	5,713	5,160	4,607
Shanghai.....	5,903	5,824	5,748	5,540	5,512	5,353	5,346	5,199	5,176	4,623	4,070
Tientsin.....	6,125	6,046	5,970	5,762	5,734	5,575	5,568	5,421	5,398	4,845	4,292
Tamsui (F o r - m o s a), Japan....	5,997	5,918	5,842	5,634	5,606	5,447	5,440	5,293	5,270	4,717	4,164
<i>Japan:</i>											
Nagasaki.....	5,452	5,373	5,297	5,089	5,061	4,902	4,895	4,748	4,725	4,172	3,619
Kobe.....	5,184	5,105	5,029	4,821	4,793	4,634	4,627	4,480	4,457	3,904	3,351
Yokohama.....	4,917	4,838	4,762	4,554	4,526	4,367	4,360	4,213	4,190	3,637	3,084
<i>Asiatic Russia:</i>											
Vladivostok.....	4,935	4,856	4,780	4,572	4,544	4,385	4,378	4,231	4,208	3,655	3,102
Nicolai.....	4,503	4,424	4,348	4,140	4,112	3,953	3,946	3,799	3,776	3,223	2,670

**MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) FROM PACIFIC PORTS IN THE
UNITED STATES AND VICTORIA TO FOREIGN PORTS—Continued.**

	San Diego.	San Pedro.	Santa Bar- bara.	Monterey.	San Fran- cisco.	Trinidad.	Crescent City.	Astoria.	Victoria. Vancouver.	Sitka, Alas- ka.	Honolulu, Hawaii.
Philippines:											
Manila.....	6,045	6,566	6,490	6,282	6,251	6,105	6,098	5,954	5,929	5,376	4,780
Cebu.....	6,763	6,684	6,608	6,100	6,372	6,223	6,216	6,072	6,047	5,494	4,590
Borneo:											
Sambas.....	7,542	7,463	7,387	7,179	7,151	7,002	6,995	6,851	6,826	6,273	5,545
Celebes:											
Macassar.....	7,414	7,335	7,259	7,116	7,088	6,935	6,928	6,844	6,834	6,291	5,216
Java:											
Batavia.....	8,004	7,925	7,849	7,641	7,613	7,164	7,457	7,313	7,298	6,735	5,902
Sumbawa:											
Sumbawa.....	7,592	7,513	7,437	7,294	7,266	7,113	7,106	7,022	7,012	6,469	5,315
Straits of Magellan:											
Punta Arenas.....	5,822	5,842	5,915	6,124	6,199	6,411	6,453	6,739	6,918	7,461	6,379
Chile:											
Valparaiso.....	4,747	4,811	4,870	5,065	5,140	5,355	5,396	5,683	5,862	6,408	5,916
Coquimbo.....	4,626	4,685	4,745	4,964	5,036	5,239	5,280	5,567	5,746	6,292	5,854
Peru:											
Iquique.....	4,258	4,278	4,381	4,570	4,645	4,855	4,896	5,183	5,362	5,908	5,701
Callao de Lima.....	3,635	3,645	3,748	3,937	4,012	4,222	4,263	4,560	4,729	5,275	5,147
Ecuador:											
Guayaquil.....	3,216	3,236	3,339	3,528	3,603	3,813	3,854	4,141	4,320	4,866	4,871
Esmeralda.....	3,008	3,028	3,131	3,320	3,395	3,605	3,646	3,933	4,112	4,658	4,845
Colombia:											
Buenaventura.....	3,173	3,195	3,296	3,485	3,560	3,770	3,811	4,098	4,277	4,823	5,071
Panama:											
PANAMA.....	2,905	2,935	3,038	3,227	3,302	3,512	3,553	3,880	4,019	4,565	4,723
Costa Rica:											
Punta Arenas.....	2,529	2,549	2,652	2,841	2,916	3,126	3,167	3,454	3,677	4,170	4,293
Nicaragua:											
Corinto.....	2,284	2,304	2,407	2,596	2,671	2,881	2,922	3,209	3,387	3,934	4,091
Honduras:											
Amapala.....	2,254	2,274	2,377	2,566	2,641	2,851	2,892	3,179	3,358	3,904	4,064
Salvador:											
La Union.....	2,253	2,273	2,376	2,565	2,640	2,850	2,891	3,178	3,357	3,903	4,063
Guatemala:											
San Jose.....	2,059	2,079	2,182	2,371	2,446	2,656	2,697	2,984	3,163	3,709	3,854
Mexico:											
Acapulco.....	1,493	1,513	1,616	1,805	1,880	2,090	2,131	2,418	2,597	3,143	3,310
San Blas.....	843	863	1,166	1,355	1,450	1,640	1,671	1,968	2,147	2,693	2,636
Guaymas.....	923	943	1,246	1,435	1,510	1,729	1,761	2,018	2,227	2,773	3,180
La Paz.....	751	771	1,074	1,263	1,338	1,548	1,589	1,876	2,065	2,601	3,010
United States:											
San Diego.....	86	164	376	451	666	707	994	1,173	1,719	2,286	
San Pedro.....	80	85	302	377	592	633	920	1,099	1,645	2,242	
Santa Barbara.....	164	220	295	370	510	551	838	1,017	1,563	2,246	
Monterey.....	376	220	90	310	351	392	638	817	1,363	2,102	
San Francisco.....	451	295	90	310	351	392	638	817	1,363	2,102	
Trinidad.....	666	510	310	249	249	44	326	519	1,075	2,096	
Crescent City.....	707	633	351	280	280	44	290	490	1,043	2,112	
Astoria.....	994	920	638	577	577	326	290	214	818	2,242	
Vancouver:											
Victoria.....	1,173	1,079	1,017	817	756	519	590	214	759	2,366	
Alaska:											
Sitka.....	1,719	1,645	1,563	1,363	1,302	1,075	1,043	818	759	2,395	
Hawaii:											
Honolulu.....	2,286	2,242	2,246	2,102	2,097	2,096	2,112	2,242	2,366	2,395	
Hilo.....	2,174	2,130	2,134	2,007	2,007	2,139	2,013	2,192	2,326	2,404	198
Tabiti:											
Papeete.....	2,015	3,571	3,575	3,618	3,658	3,811	3,846	4,087	4,269	4,537	2,389
Samoa:											
Apia.....	4,234	4,190	4,194	4,150	4,167	4,229	4,255	4,433	4,507	4,625	2,263
Tonga:											
Tongatabou.....	4,680	4,636	4,640	4,606	4,625	4,693	4,719	4,901	5,047	5,106	2,745
Fiji Islands:											
Suva.....	2,174	2,130	2,134	2,007	2,007	2,139	2,043	2,192	2,326	5,117	2,782

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) BETWEEN PACIFIC PORTS.

[United States Hydrographic Office.]

	San Francisco.	Monterey.	Santa Barbara.	San Diego.	San Blas.	Guaymas.	Acapulco.	Salina Cruz.	San Jose.	Corinto.
West coasts of North and South America:										
San Francisco.....	0	90	295	451	1,430	1,510	1,836	2,189	2,446	2,671
Monterey.....		0	220	376	1,355	1,435	1,805	2,124	2,371	2,596
Santa Barbara.....			0	164	1,166	1,246	1,616	1,935	2,182	2,407
San Diego.....				0	813	923	1,493	1,812	2,059	2,281
San Blas.....					0	500	520	780	1,074	1,310
Guaymas.....						0	954	1,251	1,508	1,774
Acapulco.....							0	300	563	799
Salina Cruz.....								0	291	529
San Jose.....									0	238
Corinto.....										0

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) BETWEEN ATLANTIC PORTS.

[United States Hydrographic Office.]

	New York.	Portland.	Boston.	Quebec.	Halifax.	Charlottetown, Prince Edward Island.	Philadelphia.	Baltimore.	Newport News.	Charleston.	Savannah.	Bermuda.
East coasts of North and South America:												
New York.....	0	362	300	1,404	581	828	229	404	281	629	699	676
Portland.....		0	111	1,161	343	575	529	693	567	901	971	738
Boston.....			0	1,205	383	627	477	641	515	849	919	696
Quebec.....				0	861	570	1,558	1,730	1,613	1,904	1,978	1,505
Halifax.....					0	273	735	836	710	1,077	1,147	753
Charlottetown.....						0	982	1,137	1,011	1,323	1,393	852
Philadelphia.....							0	355	229	504	664	729
Baltimore.....								0	156	550	620	759
Newport News.....									0	424	494	633
Charleston.....										0	88	816
Savannah.....											0	830
Bermuda.....												0

	Key West.	Habana.	St. Thomas.	Port Castries.	Demerara.	Pernambuco.	Bahia.	Rio de Janeiro.	Montevideo.	Buenos Aires.	Punta Arenas (Sandy Point).
East coasts of North and South America:											
New York.....	1,171	1,215	1,428	1,746	2,209	3,696	4,096	4,778	5,768	5,808	6,390
Portland.....	1,400	1,444	1,562	1,853	2,289	3,701	4,101	4,783	5,773	5,873	6,455
Boston.....	1,348	1,392	1,516	1,808	2,253	3,660	4,066	4,748	5,738	5,838	6,420
Quebec.....	2,377	2,421	2,340	2,574	2,935	4,171	4,571	5,253	6,243	6,343	7,365
Halifax.....	1,568	1,612	1,613	1,873	2,279	3,575	3,975	4,657	5,647	5,747	6,769
Charlottetown.....	1,807	1,851	1,790	2,028	2,437	3,662	4,062	4,744	5,734	5,834	6,856
Philadelphia.....	1,093	1,137	1,437	1,762	2,225	3,746	4,146	4,828	5,818	5,918	6,940
Baltimore.....	1,049	1,093	1,414	1,743	2,204	3,758	4,158	4,840	5,830	5,930	6,952
Newport News.....	923	967	1,287	1,617	2,086	3,622	4,003	4,780	5,760	5,853	6,825
Charleston.....	598	642	1,194	1,554	1,984	3,031	4,031	4,713	5,703	5,803	6,825
Savannah.....	569	613	1,212	1,566	2,202	3,660	4,060	4,742	5,732	5,832	6,854
Bermuda.....	1,090	1,141	853	1,134	1,724	3,037	3,437	4,119	5,109	5,209	6,231

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) BETWEEN ATLANTIC
PORTS—Continued.

	Key West.	Habana.	St. Thomas.	Port Castries.	Demerara.	Pernambuco.	Bahia.	Rio de Janeiro.	Montevideo.	Buenos Aires.	Punta Arenas (Sandy Point).
East coast of North and South America:											
Key West.....	0	90	1,040	1,360	1,797	3,814	4,214	4,896	5,880	5,986	7,008
Habana.....		0	1,019	1,360	1,869	3,509	3,909	4,591	5,581	6,031	6,703
St. Thomas.....			0	346	802	2,469	2,869	3,551	4,541	4,641	5,663
Port Castries.....				0	461	2,155	2,555	3,237	4,227	4,327	5,349
Demerara.....					0	1,788	2,188	2,870	3,860	3,960	4,986
Pernambuco.....						0	400	1,100	2,065	2,183	3,340
Bahia.....								745	1,717	1,835	2,992
Rio de Janeiro.....							0		1,056	1,162	2,228
Montevideo.....										104	1,312
Buenos Aires.....										0	1,386
Punta Arenas (Sandy Point).....											0

	Key West.	Apalachicola.	Pensacola.	Mobile.	Shieldsboro.	New Orleans.	Sabine City.	Galveston.	Matagorda.	Rio Grande.	Tampico.
Shores of the Gulf of Mexico and the Caribbean Sea:											
Key West.....	0										
Apalachicola.....	357	0									
Pensacola.....	459	134	0								
Mobile.....	512	195	77	0							
Shieldsboro.....	535	234	120	100	0						
New Orleans.....	567	321	220	211	170	0					
Sabine City.....	724	401	406	391	353	351	0				
Galveston.....	755	520	445	431	392	390	54	0			
Matagorda.....	847	642	559	545	507	505	192	134	0		
Rio Grande.....	835	682	598	584	552	550	284	237	180	0	
Tampico.....	893	819	749	730	695	705	495	453	407	230	0
Tuspan.....	894	840	781	784	760	744	562	520	456	318	90
Vera Cruz.....	854	875	840	835	700	788	646	611	581	415	203
Tabasco.....	724	780	765	772	750	745	675	655	623	510	360
Carmen.....	694	762	751	751	728	738	675	658	662	530	393
Campecho.....	611	679	668	668	645	655	625	615	633	523	432
Havana.....	90	421	512	557	573	597	738	765	847	819	853
Cienfuegos.....	510	752	803	838	841	851	947	967	1,003	992	981
Port Royal (Jamaica).....	758	1,014	1,064	1,090	1,102	1,112	1,208	1,228	1,264	1,248	1,237
Port au Prince.....	657	1,007	1,109	1,162	1,185	1,215	1,356	1,392	1,466	1,450	1,430
Cape Haitien.....	624	981	1,083	1,136	1,159	1,189	1,330	1,366	1,450	1,448	1,440
Santo Domingo.....	984	1,341	1,443	1,493	1,496	1,506	1,602	1,622	1,658	1,645	1,634
St. Thomas.....	1,040	1,397	1,499	1,552	1,575	1,605	1,746	1,772	1,782	1,754	1,746
Poina a Pitro (Gunde- loupe).....	1,313	1,670	1,772	1,825	1,848	1,725	2,019	2,055	2,045	2,037	2,110
Port Castries (St. Lucia).....	1,360	1,717	1,819	1,842	1,895	1,925	2,066	2,112	2,102	2,094	2,159
Belize.....	590	799	848	875	872	882	989	985	1,047	986	981
Grey Town.....	965	1,174	1,223	1,250	1,247	1,257	1,344	1,360	1,422	1,361	1,356
Colon (Aspinwall).....	1,086	1,295	1,344	1,371	1,368	1,380	1,465	1,481	1,543	1,482	1,477
Cartagena.....	1,112	1,379	1,428	1,455	1,452	1,462	1,549	1,565	1,627	1,566	1,561
Curacao.....	1,137	1,404	1,500	1,640	1,672	1,702	1,780	1,806	1,867	1,806	1,801
Puerto Cabello.....	1,244	1,001	1,703	1,756	1,779	1,803	1,895	1,911	1,973	1,912	1,907
La Guaira.....	1,282	1,639	1,741	1,794	1,817	1,846	1,938	1,949	2,011	1,950	1,945
Port of Spain.....	1,485	1,842	1,944	1,997	2,020	2,050	2,191	2,202	2,303	2,242	2,237

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) BETWEEN ATLANTIC PORTS—Continued.

	Tuspan.	Vera Cruz.	Tabasco.	Carmen.	Campeche.	Habana.	Cienfuegos.	Port Royal (Jamaica).	Port au Prince.	Cape Haitien.	Santo Domingo.
Shores of the Gulf of Mexico and the Caribbean Sea:											
Tuspan.....	0										
Vera Cruz.....	60	0									
Tabasco.....	305	204	0								
Carmen.....	340	240	0	0							
Campeche.....	325	321	153	107	0						
Habana.....	856	800	680	617	564	0					
Cienfuegos.....	951	920	785	755	682	482	0				
Port Royal (Jamaica)...	1,207	1,170	1,041	1,011	938	740	327	0			
Port au Prince.....	1,400	1,384	1,243	1,213	1,140	653	528	208	0		
Cape Haitien.....	1,410	1,388	1,253	1,223	1,150	614	533	316	205	0	
Santo Domingo.....	1,604	1,573	1,438	1,408	1,335	929	720	421	459	391	0
St. Thomas.....	1,874	1,843	1,708	1,678	1,605	1,019	958	684	630	412	302
Pointe a Pitre (Guadeloupe).....	2,080	2,058	1,923	1,893	1,820	1,269	1,180	897	884	600	518
Port Castles (St. Lucia).....	2,129	2,098	1,963	1,933	1,860	1,360	1,230	927	947	760	571
Belize.....	951	920	785	755	682	529	520	680	932	957	1,095
Grey Town.....	1,326	1,295	1,160	1,130	1,057	891	719	592	840	890	960
Colon (Aspinwall).....	1,447	1,416	1,281	1,251	1,178	1,013	767	546	770	814	793
Cartagena.....	1,531	1,500	1,365	1,335	1,262	1,075	765	463	644	678	538
Curacao.....	1,771	1,740	1,605	1,575	1,502	1,145	900	580	662	698	398
Puerto Cabello.....	1,877	1,846	1,711	1,681	1,608	1,240	1,012	685	764	751	497
La Guaira.....	1,915	1,884	1,749	1,719	1,646	1,275	1,044	726	803	750	502
Port of Spain.....	2,207	2,176	2,041	2,011	1,938	1,521	1,288	990	1,065	394	675

	St. Thomas.	Pointe a Pitre (Guadeloupe).	Port Castries (St. Lucia).	Belize.	Grey Town.	Colon (Aspinwall).	Cartagena.	Curacao.	Puerto Cabello.	La Guaira.	Port of Spain.
Shores of the Gulf of Mexico and the Caribbean Sea:											
St. Thomas.....	0										
Pointe a Pitre (Guadeloupe).....	262	0									
Port Castries (St. Lucia).....	346	145	0								
Belize.....	1,364	1,557	1,580	0							
Grey Town.....	1,182	1,345	1,334	591	0						
Colon (Aspinwall).....	1,014	1,164	1,144	724	242	0					
Cartagena.....	788	908	901	870	474	266	0				
Curacao.....	461	531	513	1,140	817	677	415	0			
Puerto Cabello.....	502	519	462	1,276	736	794	551	111	0		
La Guaira.....	434	466	403	1,322	654	726	587	148	65	0	
Port of Spain.....	510	343	218	1,586	1,318	1,137	902	452	391	324	0

DISTANCES BETWEEN ATLANTIC AND PACIFIC PORTS.

[United States Hydrographic Office.]

Ports.	By Cape of Good Hope.					By Suez Canal		
	Full-powered steam vessels.	Auxiliary steam.		Sail alone.		Auxiliary steam.		Full-powered steam vessels.
		North-east monsoon.	South-west monsoon.	North-east monsoon.	South-west monsoon.	North-east monsoon.	South-west monsoon.	
New York to—								
Bombay.....	11,250	12,670	11,820	13,310	12,460	8,370	8,120	8,120
Colombo.....	10,950	11,730	11,730	12,370	12,260	8,610	8,610	8,610
Calcutta.....	12,180	13,710	13,140	14,390	13,780	10,400	9,830	9,830
Singapore.....	12,150	12,850	13,120	13,490	13,700	10,170	10,170	10,170
Hongkong.....	13,590	14,750	14,560	15,430	15,200	12,110	11,610	11,610
Shanghai.....	14,340	15,560	15,370	16,510	16,010	12,920	12,410	12,360
Yokohama.....	15,020	16,450	16,120	16,900	16,760	13,820	13,160	13,040
Melbourne.....	12,670	12,840	12,840	13,460	13,460	15,030	15,010	12,790
Sydney.....	13,140	13,310	13,310	13,950	13,950	14,480	14,460	13,320
Wellington ..	13,710	14,240	14,240	14,880	14,880	15,680	15,660	14,230

Ports.	By Magellan Strait.		By Cape Horn.
	Full-powered steam vessels.	Auxiliary steam vessels.	
To New York from—			
Melbourne.....	12,880	13,120	13,760
Sydney.....	12,700	13,050	13,760
Wellington.....	11,500	11,850	12,550
Valparaiso.....	8,460	8,680	9,400
San Francisco.....	13,090	14,670	15,420
Esquimalt.....	13,840	15,830	16,060
Honolulu.....	13,200	14,170	14,970
New York to—			
Valparaiso.....	8,460	9,130	9,420
San Francisco.....	13,090	15,350	15,060
Esquimalt.....	13,920	15,980	16,290
Honolulu.....	13,200	14,650	15,480

[French Hydrographic Office.]

Ports.	Via Suez Canal.						Via Straits of Magellan.	
	Calcutta.	Nagasaki.	Hongkong.	Yokohama.	Melbourne.	Sydney.	Manila.	Honolulu.
Boston.....	9,677	12,397	11,330	12,909	12,741	13,197	15,975	13,234
Philadelphia.....	10,003	12,723	11,602	13,235	13,067	13,523	16,055	13,314
Baltimore.....	10,095	12,815	11,754	13,327	13,159	13,615	16,067	13,326
Key West.....	9,668	13,388	12,327	13,900	13,732	14,188	16,123	13,382
New Orleans.....	11,230	13,959	12,808	14,471	14,303	14,759	16,455	13,714

DISTANCES BETWEEN NEAR-BY PORTS.

[Coast and Geodetic Survey, U. S. Hydrographic Office.]

Ports.	Bridgetown, Barbados.	Nassau, New Providence.	Weymouth, Nova Scotia.	Liverpool, Nova Scotia.	Port Antonio, Jamaica.	St. John, New Brunswick.	Nuevitas, Cuba.	Baracoa, Cuba.	Comox, British Columbia.	Victoria, British Columbia.	Vancouver, British Columbia.
Apalachicola.....	.....	715	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baltimore.....	1,860	915	.....	.....	1,290	.....	.....	.....	.....	.....	.....
Bath.....	.....	.....	.....	.....	.....	210	.....	.....	.....	.....	.....
Beaufort, N. C.....	.....	590	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belfast.....	.....	1,235	.....	.....	.....	180	.....	.....	.....	.....	.....
Boston.....	1,891	.....	.....	.....	1,540	280	.....	.....	.....	.....	.....
Brunswick.....	.....	475	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charleston.....	1,640	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eastport.....	.....	.....	.....	.....	.....	51	.....	.....	.....	.....	.....
Edgartown.....	.....	.....	.....	.....	.....	320	.....	.....	.....	.....	.....
Fernandina.....	1,617	445	.....	.....	.....	.....	.....	.....	.....	.....	.....
Habana.....	.....	390	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jacksonville.....	.....	460	.....	.....	.....	.....	.....	.....	.....	.....	.....
Key West.....	.....	325	.....	.....	.....	.....	345	480	.....	.....	.....
New York (L. I. Isl.).....	.....	.....	.....	.....	.....	490	.....	.....	.....	.....	.....
New York (S. S. I. Isl.).....	1,829	965	.....	.....	1,420	537	.....	.....	.....	.....	.....
Pensacola.....	1,945	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia.....	1,883	930	.....	.....	1,340	600	.....	.....	.....	.....	.....
Portland.....	2,008	1,200	205	280	.....	220	.....	.....	.....	.....	.....
Port Townsend.....	.....	.....	.....	.....	.....	.....	.....	.....	145	35	65
St. Augustine.....	.....	420	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Juan.....	512	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Savannah.....	1,658	.....	.....	.....	.....	1,105	.....	.....	.....	.....	.....
Tampa.....	.....	605	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waldoboro.....	.....	.....	.....	.....	.....	290	.....	.....	.....	.....	.....

APPENDIX M.

WIRELESS ON SHIPS.

1. The act of June 24, 1910, which takes effect July 1, 1911, provides:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the first day of July, nineteen hundred and eleven, it shall be unlawful for any ocean-going steamer of the United States, or of any foreign country, carrying passengers and carrying fifty or more persons, including passengers and crew, to leave or attempt to leave any port of the United States unless such steamer shall be equipped with an efficient apparatus for radio-communication, in good working order, in charge of a person skilled in the use of such apparatus, which apparatus shall be capable of transmitting and receiving messages over a distance of at least one hundred miles, night or day: *Provided,* That the provisions of this Act shall not apply to steamers plying only between ports less than two hundred miles apart.

Sec. 2. That for the purpose of this Act apparatus for radio-communication shall not be deemed to be efficient unless the company installing it shall contract in writing to exchange, and shall, in fact, exchange, as far as may be physically practicable, to be determined by the master of the vessel, messages with shore or ship stations using other systems of radio-communication.

Sec. 3. That the master or other person being in charge of any such vessel which leaves or attempts to leave any port of the United States in violation of any of the provisions of this Act, shall, upon conviction, be fined in a sum not more than five thousand dollars, and any such fine shall be a lien upon such vessel, and such vessel may be libeled therefor in any district court of the United States within the jurisdiction of which such vessel shall arrive or depart, and the leaving or attempting to leave each and every port of the United States shall constitute a separate offense.

Sec. 4. That the Secretary of Commerce and Labor shall make such regulations as may be necessary to secure the proper execution of this Act by collectors of customs and other officers of the Government."

With a view to ascertaining to what extent wireless telegraphy is employed on vessels, collectors of customs on the Atlantic, Pacific, and Gulf coasts were requested to submit not later than September 1, 1910, a statement of vessels equipped with wireless and those which are not equipped, the statement of vessels equipped giving the name of the system of equipment, whether the equipment is owned by the steamer or leased, the wave length in meters, range in nautical miles, the power in kilowatts, and the call letters, which information is given in the following tables.

Where the same vessel appeared at different ports it appears in the following tabulation at but one port:

2. PASSENGER STEAMERS SUBJECT TO THE WIRELESS ACT OF JUNE 24, 1910, BY NATIONALITIES.

Nationality.	Equipped.	Not equipped.	Total	Nationality.	Equipped.	Not equipped.	Total.
American.....	149	63	212	Norwegian.....	4	.....	4
British.....	89	58	147	Russian.....	4	.....	4
German.....	43	23	66	Greek.....	3	.....	3
Italian.....	28	.....	28	Brazilian.....	3	.....	3
French.....	15	7	22	Honduranean.....	2	.....	2
Austrian.....	9	.....	9	Spanish.....	.....	11	11
Dutch.....	6	12	18	Cuban.....	.....	3	3
Belgian.....	6	1	7	Uruguayan.....	.....	1	1
Japanese.....	5	6	11	Total.....	370	185	555
Danish.....	4	.....	4				

3. PASSENGER STEAMERS SUBJECT TO THE WIRELESS ACT OF JUNE 24, 1910, BY PORTS.

Port.	Equipped.	Not equipped.	Total.	Port.	Equipped.	Not equipped.	Total.
New York.....	247	73	320	Tampa.....	2	..	2
San Francisco.....	31	29	60	Baltimore.....	1	27	28
Port Townsend.....	26	27	53	Key West.....	1	..	1
New Orleans.....	22	8	30	Coos Bay.....	1	..	1
Fall River.....	19	..	19	San Juan, P. R.....	..	10	10
Boston.....	12	8	20	Total.....	370	185	555
Philadelphia.....	8	3	11				

4. SUMMARY OF VESSELS EQUIPPED WITH WIRELESS.

Line.	Flag.	Vessels.	Line.	Flag.	Vessels.
Hamburg-American Line.	German...	21	Porto Rico Line.....	American...	4
New England Navigation Co.	American...	19	Italia Società di Navigazione a Vapore.	Italian...	3
North German Lloyd....	German...	18	Peninsular and Occidental Steamship Co.	American...	3
Leyland Line.....	British.....	14	Alaska Pacific Steamship Co.	..do.....	3
White Star Line.....	..do.....	12	Eastern Steamship Co.....	..do.....	3
Mallory Steamship Co....	American...	12	American Mail Steamship Co.	..do.....	3
Pacific Coast Steamship Co.	..do.....	11	Lloyd Brasileiro.....	Brazilian...	3
Cunard Steamship Co....	British.....	11	La Veloce.....	Italian...	3
Compagnie Generale Transatlantique.	French.....	10	C. P. Dec.....	American...	3
United Fruit Co.....	British.....	10	Matson Navigation Co....	..do.....	3
Royal Mail Steam Packet Co.	..do.....	10	Stella Americana.....	Italian...	2
Clyde Steamship Co.....	American...	9	Inter-Ocean Transportation Co.	American...	2
New York and Cuba Mail Steamship Co.	..do.....	9	Alaska Coast Co.....	..do.....	2
Ocean Steamship Co. of Savannah.	..do.....	9	Merchants and Miners Transportation Co.	..do.....	2
Austro Americana.....	Austrian...	9	Vaccaro Bros. & Co.....	Honduranan	2
Atlantic Transport Line..	British.....	8	O & A. Irgons.....	Norwegian..	2
Allan Line.....	..do.....	8	Norway, Mexico and Gulf Steamship Co.	..do.....	2
Navigazione Generale Italiana.	Italian.....	8	Metropolitan Steamship Co.	American...	2
Alaska Steamship Co....	American...	8	Red "D" Line.....	..do.....	2
Lloyd Italiano.....	Italian.....	7	Lamport & Holt.....	British....	2
Pacific Mail Steamship Co.	American...	6	Red Cross Line.....	..do.....	2
Holland-America Line....	Dutch.....	6	Malne Steamship Co.....	American...	2
Panama Railroad Steamship Co.	American...	6	American Line.....	British....	2
Red Star Line.....	Belgian...	6	Hellenic Transatlantic Steam Navigation Co.	Greek.....	2
Lloyd Sabaudois.....	Italian...	5	Oceanic Steamship Co....	American...	2
Nippon Yusen Kaisha.....	Japanese...	5	Charles McCormick.....	..do.....	1
Old Dominion Steamship Co.	American...	5	Independent Steamship Co.	..do.....	1
Southern Pacific Co.....	..do.....	5	National Steam Navigation Co. of Greece.	Greek.....	1
Fabre Line.....	French.....	5	Black Diamond Steamship Line.	British....	1
San Francisco and Portland Steamship Co.	American...	4	Red Star Line.....	..do.....	1
Hamburg-American Line (Atlas Service).	German.....	4	Insular Line.....	American...	1
Anchor Line.....	British....	4	Humboldt Steamship Co.	..do.....	1
Det Forenede Dampskibs-Selskab.	Danish.....	4	Great Northern Steamship Co.	..do.....	1
American Line.....	American...	4	Sudden & Christensen.....	..do.....	1
Canadian Pacific Railway Co.	British.....	4	Total.....		370
Russian East Asiatic Steamship Co.	Russian....	4			

5. VESSELS EQUIPPED WITH WIRELESS

ARRIVING AT NEW YORK.

Name of line and vessel.	System.	Wave length	Range.	Power	Call letters.
Metropolitan Steamship Co. (American):		<i>Meters.</i>	<i>Nautical miles.</i>	<i>Kilowatts</i>	
Harvard.....	Marconi.....	300	100	0 35	M. G. H.
Yale.....	do.....	300	100	.35	M G. Y.
American Line (American):					
Philadelphia.....	do.....	300-600	250	2 00	MPH
St. Paul.....	do.....	300-600	150	.35	MSP
St. Louis.....	do.....	300-600	150	.35	MSL
New York.....	do.....	300-600	150	.35	MNK
Southern Pacific Co. (Atlantic Steamship) (American):					
Crocle.....	United.....	506	a 100	1.00	KR
Antilles.....	do.....	110	a 100	1 00	KA
Momus.....	do.....	391	a 100	1 00	KM
Comus.....	do.....	130	a 100	1 00	KD
Protens.....	do.....	445	a 100	1 00	KP
Insular Line (American):					
S. V. Luckenbach.....	do.....	490	200	2 00	YA
Old Dominion Steamship Co. (American):					
Monroe.....	do.....	252	100	1 00	OM
Jefferson.....	do.....	245	100	1 00	OD
Hamilton.....	do.....	315	100	1 00	OA
Princess Anne.....	do.....	260	100	1 00	OB
Jamestown.....	do.....	330	100	1 00	OC
Red "D" Line (American):					
Philadelphia.....	do.....	398	200	1 00	DA
Caracas.....	do.....	377	200	1 00	DB
Mallory Steamship Co. (American):					
Brazos.....	do.....	360	200	1 00	AZ
San Jacinto.....	do.....	470	200	1 00	AS
Denver.....	do.....	462	200	1 00	AD
Concho.....	do.....	360	200	1 00	AC
Neuces.....	do.....	362	200	1 00	AH
Lampasas.....	do.....	471	200	1 00	AP
Alamo.....	do.....	414	200	1 00	AJ
Comal.....	do.....	410	200	1 00	AM
Sabine.....	do.....	370	200	1 00	AB
Rio Grande.....	do.....	360	200	1 00	AG
San Marcos.....	do.....	406	200	1 00	AK
Colorado.....	do.....	381	200	1 00	AF
Clyde Steamship Co (American):					
Cherokee.....	do.....	356	200	1 00	VK
Seminole.....	do.....	281	200	1 00	VJ
Mohawk.....	do.....	410	200	1 00	VM
Apache.....	do.....	389	200	1 00	VA
Comanche.....	do.....	469	200	1 00	VC
Iroquois.....	do.....	414	200	1 00	VF
Algonquin.....	do.....	414	200	1 00	VG
Illion.....	do.....	329	200	1 00	VN
Arasahoe.....	do.....	414	200	1 00	VB
New York and Cuba Mail Steamship Co. (American):					
Havana.....	do.....	531	200	1 00	WH
Saratoga.....	do.....	580	200	1 00	WS
Mexico.....	do.....	553	200	1 00	WX
Merida.....	do.....	497	200	1 00	WM
Morro Castle.....	do.....	400	200	1 00	WC
Esperanza.....	do.....	423	200	1 00	WZ
Monterey.....	do.....	414	200	1 00	WY
Vigilancia.....	do.....	423	200	1 00	WV
Segurana.....	do.....	330	200	1 00	WG
Ocean Steamship Co. of Savannah (American):					
City of Montgomery.....	do.....	459	200	1 00	FY
City of St. Louis.....	do.....	414	200	1 00	FX
City of Columbus.....	do.....	460	200	1 00	FA
City of Atlanta.....	do.....	430	200	1 00	FB
City of Savannah.....	do.....	442	200	1 00	FK
City of Memphis.....	do.....	475	200	1 00	FD
City of Augusta.....	do.....	510	200	1 00	FJ
City of Macon.....	do.....	430	200	1 00	FC
Nacoochee.....	do.....	430	200	1 00	FP
Porto Rico Line (American):					
Coamo.....	do.....	545	200	1 00	CA
Carolina.....	do.....	581	200	1 00	CB
San Juan.....	do.....	430	200	1 00	CJ
Ponce.....	do.....	436	200	1 00	CP

a Or more.

5 VESSELS EQUIPPED WITH WIRELESS—(continued.)

ARRIVING AT NEW YORK—Continued

Name of line and vessel.	System.	Wave length.	Range.	Power.	Call letters.
Panama Railroad steamships (American):		<i>Meters.</i>	<i>Nautical miles.</i>	<i>Kilowatts.</i>	
Allianca.....	United.....	414	200	2 00	MA
Cristobal.....	do.....	114	200	2 00	MD
Panama.....	do.....	423	200	1 00	MH
Ancon.....	do.....	519	200	2 00	MS
Advance.....	do.....	345	200	1 00	MV
Colon.....	do.....	114	200	1 00	MX
Maine Steamship Co. (American):					
North Land.....	do.....	305	150	1 00	JD
North Star.....	do.....	374	150	1 00	JS
Austro-American (Austrian):					
Alice.....	Marconi.....	500	160	Coll set.	M. U. L.
Argentina.....	do.....	500	150	Coll set.	M. U. G.
Laura.....	do.....	500	160	Coll set.	M. U. R.
Martha Washington.....	do.....	500	160	Coll set.	M. U. W.
Oceania.....	do.....	500	160	Coll set.	M. U. O.
Atlanta.....	Telefunken.....	300-150-600	300	1 50	O. A. A.
Columbia.....	do.....	300-150-600	300	1 50	O. A. C.
Francesca.....	do.....	300-150-600	300	1 50	M. U. F.
Sofia Hohenberg.....	do.....	300-150-600	300	1 50	O. A. H.
Red Star Line (Belgian):					
Finland.....	Marconi.....	110-300-600	140	.35	MFD
Gothland.....	do.....	110-300-600	140	.35	MHD
Kronland.....	do.....	110-300-600	140	.35	MKD
Lapland.....	do.....	110-300-600	140	.35	MFD
Samland.....	do.....	110-300-600	140	.35	MYD
Vaderland.....	do.....	110-300-600	110	.35	MVD
Lloyd Brasileiro (Brazilian):					
São Paulo.....	United.....	430	200	2 00	UWK
Minas Geraes.....	do.....	487	200	2 00	UWN
Rio de Janeiro.....	do.....	435	200	2 00	UWR
Red Star Line (British):					
Zeeland.....	Marconi.....	110-300-600	110	.35	MZD
Lampart & Holt (British):					
Verdi.....	United.....	480	200	2 00	UVD
Vasari.....	do.....	163	200	2 00	UVR
Red Cross Line (British):					
Bornu.....	Marconi.....	1,200	300	1 50	M. Z. B.
Florizel.....	do.....	1,200	300	1 50	M. Z. L.
Black Diamond Steamship Line (British):					
Rosalind.....	do.....	1,200	300	1 50	M. Z. R.
United Fruit Co. (British):					
Almirante.....	Fessenden.....	500	350	2 00	UN
Santa Marta.....	do.....	500	350	2 00	UX
Zacapa.....	do.....	500	350	2 00	UZ
Metapan.....	do.....	500	350	2 00	UVA
Cunard Steamship Co. (British):					
Campania.....	Marconi.....	300-600	100	.35	MCA
Carmania.....	do.....	300-600	100	.35	MAA
Carpathia.....	do.....	300-600	100	.35	MFA
Ivernia.....	do.....	300-600	100	.35	MIA
Pannonia.....	do.....	300-600	100	.35	MNA
Saxonia.....	do.....	300-600	100	.35	MSA
Ullonia.....	do.....	300-600	100	.35	MTA
Lusitania.....	do.....	300-600	250	1 50	MFA
Mauretania.....	do.....	300-600	250	1 50	MGA
Franconia.....	do.....	300-600	250	1 50	MEA
Caronia.....	do.....	300-600	350	5 00	MRA
American Line (British):					
Haverford.....	do.....	300-600	150	.35	MJH
Merion.....	do.....	300-600	150	.35	MJM
Anchor Line (British):					
Columbia.....	do.....	300-600	150	.35	MOI
Caledonia.....	do.....	300-600	150	.35	MAT
California.....	do.....	300-600	150	.35	MCI
Furnessia.....	do.....	300-600	150	.35	MFI
White Star Line (British):					
Adriatic.....	do.....	300-600	150	.35	MHC
Majestic.....	do.....	300-600	150	.35	MMC
Oceanic.....	do.....	300-600	150	.35	MOC
Teutonic.....	do.....	300-600	150	.35	MTC
Baltic.....	do.....	300-600	150	.35	MBC
Cedric.....	do.....	300-600	150	.35	MDC
Celtic.....	do.....	300-600	150	.35	MLC
Arabic.....	do.....	300-600	150	.35	MFC
Cymric.....	do.....	300-600	150	.35	MGC

a Owned.

5. VESSELS EQUIPPED WITH WIRELESS—Continued.

ARRIVING AT NEW YORK—Continued.

Name of line and vessel	System.	Wave length.	Range.	Power	Call letters.
		<i>Meters</i>	<i>Nautical miles.</i>	<i>Kilowatts</i>	
White Star Line (British)—Con.					
Cretic.....	Marconi.....	300-600	150	1.50	MRC
Canopic.....	do.....	300-600	150	1.50	MPC
Romane.....	do.....	300-600	150	1.50	MNC
Atlantic Transport Line (British):					
Minneapolis.....	do.....	300-110	100	.35	MMN
Minnehaha.....	do.....	300-110	100	.35	MMA
Minnetonka.....	do.....	300-110	100	.35	MMK
Minnewaska.....	do.....	600-300	200	1.50	MMW
Mesaba.....	do.....	600-300	150	.35	MMV
Manitou.....	do.....	600-300	150	.35	MNM
Marquette.....	do.....	600-300	150	.35	MNQ
Menominee.....	do.....	600-300	150	.35	MNE
Royal Mail Steam Packet Co. (British):					
Oruba.....	United.....	462	200	2.00	RNU
Tagus.....	do.....	621	200	2.00	RNS
Tien.....	do.....	414	200	1.00	RNR
Atrato.....	do.....	610	200	2.00	RNA
Magdalena.....	do.....	600	200	2.00	RND
Nile.....	do.....	600	200	2.00	RNJ
Clyde.....	do.....	600	200	2.00	RNK
Thames.....	do.....	600	200	2.00	RNM
Oroava.....	do.....	538	200	2.00	RNV
Ortona.....	do.....	600	200	2.00	RNQ
Det. Forenede Dampskibs-Selskab (Danish):					
C. F. Tielgen.....	De Forest.....	300-600	220	1.50	DCF
Hellig Olav.....	do.....	300-600	220	1.50	DHO
Oscar II.....	do.....	300-600	220	1.50	DOR
United States.....	do.....	300-600	220	1.50	DUS
Holland-America Line (Dutch):					
Nieuw Amsterdam.....	Marconi.....	120-300-600	220	1.00	MIIB
Noordam.....	do.....	120-300-600	175	.35	MIA
Potsdam.....	do.....	120-300-600	175	.35	MIH
Rijndam.....	do.....	120-300-600	175	.35	MHY
Rotterdam.....	do.....	120-300-600	220	1.00	MIR
Statendam.....	do.....	120-300-600	175	.35	MIS
Fabre Line (French):					
Roma.....	do.....	300-600	150	.45	MRB
Germania.....	do.....	300-600	150	.45	MGE
Madonna.....	do.....	300-600	150	.45	MMB
Venezia.....	do.....	300-600	150	.45	MVZ
St. Anna.....	do.....	300-600	500	1.50	MSS
Compagnie Generale Transatlantique (French):					
La Provence.....	do.....	300-600	150-300	5.00	MLP
La Savoie.....	do.....	300-600	150-300	5.00	MLS
La Lorraine.....	do.....	300-600	150-300	5.00	MLL
La Touraine.....	do.....	300-600	150-300	5.00	MLT
La Gascogne.....	do.....	300-600	150-300	5.00	MLG
La Bretagne.....	do.....	300-600	150-300	5.00	MLB
Chicago.....	do.....	300-600	150-300	5.00	MLY
Caroline.....	do.....	300-600	150-300	5.00	MSC
Florida.....	do.....	300-600	150-300	5.00	MSR
Niagara.....	do.....	300-600	150-300	5.00	MSQ
Hamburg American Line, Atlas Service (German):					
Prinz August Wilhelm.....	United.....	471	200	1.00	SH
Prinz Eitel Friedrich.....	do.....	471	200	1.00	SH
Prinz Jochen.....	do.....	445	200	1.00	SP
Prinz Sigismund.....	do.....	519	200	1.00	SG
Hamburg American Line (German):					
Kaiserin Auguste Victoria.....	Marconi.....	110-300-600	220	1.00	DDA
Amerika.....	do.....	110-300-600	220	1.00	DDR
Deutschland.....	do.....	300-600	220	1.00	DDI
Cleveland.....	do.....	110-300-600	220	1.00	DDV
Cincinnati.....	do.....	110-300-600	220	1.00	DDC
Moltke.....	do.....	300-600	175	.35	DDM
Blucher.....	do.....	300-600	220	1.00	DDB
Oceana.....	United.....	560	200	1.00	SK
President Grant.....	Marconi.....	300-600	175	.35	DDS
President Lincoln.....	do.....	300-600	175	.35	DDI
Prinz Adalbert.....	do.....	300-600	140	.35	DDZ
Hamburg.....	do.....	300-600	175	.35	DDH
Graf Waldersee.....	do.....	300-600	175	.35	DDW
Patricia.....	do.....	300-600	175	.35	DDP

a Owned.

5. VESSELS EQUIPPED WITH WIRELESS—Continued.

ARRIVING AT NEW YORK—Continued.

Name of line and vessel.	System.	Wave length.	Range.	Power.	Call letters.
Hamburg American Line (German)—Continued.		<i>Meters.</i>	<i>Nautical miles.</i>	<i>Kilowatts</i>	
Pennsylvania.....	Marconi.....	300-600	175	0.35	DDN
Pretoria.....	do.....	300-600	175	.35	DDT
Batavia.....	do.....	300-600	175	.35	DDJ
Prinz Oskar.....	do.....	300-600	140	.35	DDO
Pollanza.....	do.....	300-450-600	175	1.00	DDQ
Pisa.....	do.....	300-450-600	175	1.00	DDF
Bulgaria.....	do.....	300-600	175	.35	DDG
North German Lloyd (German):					
Baharossa.....	do.....	300-600	175	.35	DKS
Berlin.....	do.....	110-300-600	220	1.00	DKB
Friedrich der Grosse.....	do.....	300-600	175	.35	DKD
George Washington.....	do.....	110-300-600	220	1.00	DKN
Grosser Kurfurst.....	do.....	300-600	175	.35	DKG
Kaiser Wilhelm der Grosse.....	do.....	110-300-600	220	1.00	DKW
Kaiser Wilhelm II.....	do.....	110-300-600	220	1.00	DKM
Konig Albert.....	do.....	300-600	175	.35	DKO
Konigin Luise.....	do.....	300-600	175	.35	DKL
Kronprinzessin Cecilie.....	do.....	110-300-600	220	1.00	DKA
Kronprinz Wilhelm.....	do.....	110-300-600	220	1.00	DKP
Mam.....	do.....	300-600	175	.35	DKI
Neckar.....	do.....	300-600	175	.35	DKK
Prinzess Alice.....	do.....	300-600	175	.35	DKZ
Prinzess Irene.....	do.....	300-600	175	.35	DKE
Prinz Friedrich Wilhelm.....	do.....	110-300-600	220	1.00	DKF
Rhein.....	do.....	300-600	175	.35	DKR
Bremen.....	Telefunken.....	300-600	110	.....	DBR
National Steam Navigation (Ltd) of Greece (Greek):					
Patris.....	Marconi.....	300-600	140	.35	MPT
Hellenic Transatlantic Steam Navigation Co. (Ltd.) (Greek):					
Athina.....	do.....	300-600	140	.35	MTI
Themistocles.....	do.....	300-600	140	.35	MTH
Sicula Americana (Italian):					
San Giorgio.....	do.....	300-600	140	.35	M. S. H.
San Giovanni.....	do.....	300-600	140	.35	M. S. F.
Italia Società di Navigazione a Vapore (Italian):					
Verona.....	do.....	300-600	400-450	5.00	MOV
Ancona.....	do.....	300-600	400-450	5.00	MOA
Taormina.....	do.....	300-600	400-450	5.00	MOT
Navigazione Generale-Italiana (Italian):					
Duca Degli Abruzzi.....	do.....	300-600	400-500	5.00	MAD
Duca di Genova.....	do.....	300-600	400-500	5.00	MAE
Sannio.....	do.....	300-600	140	.50	MRF
Lazio.....	do.....	300-600	140	.50	MRZ
Lombardia.....	do.....	300-600	200-250	1.50	MAB
Liguria.....	do.....	300-600	200-250	1.50	MAL
Duca d'Aosta.....	do.....	300-600	400-450	5.00	MAO
La Veloce (Italian):					
America.....	do.....	300-360	400-450	5.00	MVS
Europa.....	do.....	300-360	150	.50	MVE
Oceania.....	do.....	300-360	400-450	5.00	RFNT
Lloyd Italiano (Italian):					
Florida.....	do.....	300-800	a 250	1.50	MAV
Indiana.....	do.....	300-800	a 250	1.50	MAK
Luisiana.....	do.....	300-800	a 250	1.50	MAM
Virginia.....	do.....	300-800	a 250	1.50	MAH
Mendoza.....	do.....	300-800	a 250	1.50	MAF
Cordova.....	do.....	300-800	a 250	1.50	MAG
P. Mafalda.....	do.....	600-1,500	a 500	5.00	MIM
Lloyd Sabaud (Italian):					
Principe di Udine.....	do.....	300-600	400-450	5.00	MRV
Tomaso di Savoia.....	do.....	300-600	150	.50	MRS
Re'd Italia.....	do.....	300-600	150	.50	MRI
Regina d'Italia.....	do.....	300-600	150	.50	MRC
Principe di Piemonte.....	do.....	300-600	150	.50	MRP
Russian American Line (Russian East Asiatic Steamship Co.) (Russian):					
Russia.....	De Forest ^b	300-600	c 300-400	2.00	S. R. N.
Lituania.....	do.....	300-600	c 300-400	2.00	S. L. A.
Birma.....	do.....	300-600	c 300-400	2.00	S. B. A.
Estonia.....	do.....	300-600	c 300-400	2.00	S. E. A.

^a Minimum.^b Owned. The Amalgamated Radio Telegraph.^c At night.

5. VESSELS EQUIPPED WITH WIRELESS—Continued.

ARRIVING AT SAN FRANCISCO.

Name of line and vessel.	System.	Wave length.	Range.	Power	Call letters.
Pacific Mail Steamship Co. (American):		<i>Meters</i>	<i>Nautical miles</i>	<i>Kilowatts.</i>	
Asia.....	United.....		1,200-1,800	5.00, 1.00	WT
China.....	do.....		1,200-1,800	5.00, 1.00	WA
Korea.....	do.....		1,000-2,000	5.00, 2.00	WK
Manchuria.....	do.....		1,200-1,800	5.00, 1.00	WE
Mongolia.....	do.....		1,200-1,800	5.00, 1.00	WN
Siberia.....	do.....		1,200-1,800	5.00, 1.00	WU
San Francisco and Portland Steamship Co. (American):					
Bear.....	do.....		500-800	1.00	WD
Beaver.....	do.....		500-800	1.00	WB
Kansas City.....	do.....		500-800	1.00	AX
Rose City.....	Massie.....		500-800	1.00	H2
Pacific Coast Co. (American):					
City of Puebla.....	United.....		500-1,000	1.00	GQ
Governor.....	do.....		1,000-1,600	2.00	GV
President.....	do.....		1,000-1,600	2.00	GW
Queen.....	do.....		500-1,000	1.00	GX
Santa Rosa.....	do.....		500-1,000	1.00	GI
Senator.....	do.....		500-1,000	1.00	GS
Spokane.....	do.....		500-1,000	1.00	GE
State of California.....	do.....		500-1,000	1.00	GL
Umatilla.....	do.....		900-1,500	2.00	GU
Independent Steamship Co. (American):					
Hanalei.....	do.....		500-800	1.00	IIN
C. P. Doe (American):					
George W. Elder.....	do.....		500-800	1.00	AY
Roanoke.....	do.....		500-800	1.00	AQ
Santa Clara.....	do.....		580-800	1.00	AK
Matson Navigation Co. (American):					
Hillman.....	do.....		500-1,200	1.00	P2
Lurline.....	Massie.....		800-1,500	3.00	U2
Wilhelmina.....	United.....		900-1,500	2.00	NII
Chas. McCormick (American):					
Klamath.....	do.....		500-800	1.00	NI
Oceanic Steamship Co. (American):					
Mariposa.....	do.....		800-1,200	2.00	HK
Sierra.....	do.....		900-1,500	2.00	SM
Sudden and Christensen (American):					
Norwood.....	do.....		500-800	1.00	SG
Inter-Ocean Transportation Co. (American):					
Redondo.....	do.....		500-800	1.00	SU

ARRIVING AT FALL RIVER, MASS.

New England Navigation Co. (American):					
Commonwealth.....	Massie.....	300	60	0.25	CW
Priscilla.....	do.....	300	60	.25	CA
Puritan.....	do.....	300	60	.25	RN
Providence.....	do.....	300	60	.25	PV
Plymouth.....	do.....	300	60	.25	HY
Pilgrim.....	do.....	300	60	.25	GM
Maine.....	do.....	300	60	.25	MA
New Hampshire.....	do.....	300	60	.25	NS
City of Lowell.....	do.....	300	60	.25	WE
Chester W. Chapin.....	do.....	300	60	.25	HN
Boston.....	do.....	300	60	.25	BN
Peggonnock.....	do.....	300	60	.25	NK
City of Taunton.....	do.....	300	60	.25	Q
Old Colony.....	do.....	300	60	.25	MC
Bunker Hill.....	do.....	300	60	.25	MR
Massachusetts.....	do.....	300	60	.25	MS
Mohegan.....	do.....	300	60	.25	MO
Mohawk.....	do.....	300	60	.25	MK
New Haven.....	do.....	300	60	.25	MV

ARRIVING AT KEY WEST, FLA.

Peninsular and Occidental Steamship Co. (American):					
Miami.....	United.....	300	200	1.00	OZ

5. VESSELS EQUIPPED WITH WIRELESS -Continued.

ARRIVING AT PORT TOWNSEND.

Name of line and vessel.	System.	Wave length.	Range.	Power	Call letters.
		<i>Meters.</i>	<i>Nautical miles.</i>	<i>Kilowatts.</i>	
Alaska Coast Co. (American):					
Bertha.....	United.....	425	400	1.50	P9
Portland.....	do.....	425	400	1.50	P3
Alaska Pacific Steamship Co. (American):					
Buckman.....	do.....	425	400	1.50	P7
Watson.....	do.....	425	400	1.50	P8
Admiral Sampson.....	do.....	425	400	1.50	AS
Alaska Steamship Co. (American):					
Latouche.....	do.....	350	700	1.00	A1
Seward.....	do.....	300	400	1.00	AV
Northwestern.....	do.....	450	1,200	2.00	AN
Olympia.....	do.....	450	1,200	2.00	AW
Jettersen.....	do.....	300	300	1.00	HM
Victoria.....	do.....	450	1,500	2.00	AD
Dolphin.....	do.....	300	300	1.00	AU
Alameda.....	do.....	450	1,000	2.00	HD
Great Northern Steamship Co. (American):					
Minnesota.....	do.....	600	1,500	2.00	MI
Humboldt Steamship Co. (American):					
Humboldt.....	do.....	300	120	1.00	HX
Pacific Coast Steamship Co. (American):					
City of Seattle.....	do.....	300	500	1.00	GA
Cottage City.....	do.....	300	300	1.00	GK
Canadian Pacific Railway Co. (British):					
Princess Victoria.....	do.....	400	100-1,000	2.00	C.P.V.
Princess Royal.....	do.....	300	100-700	2.00	C.P.R.
Princess May.....	do.....	300	100-800	2.00	C.P.M.
Princess Charlotte.....	do.....	400	100-1,000	2.00	C.P.C.
Nippon Yusen Kaisha (Japanese):					
Tamba Maru.....	Japanese Government.....	300	100-1,400	2.00	Y.T.B.
Awa Maru.....	do.....	300	400-1,400	2.00	Y.A.W.
Kamakura Maru.....	do.....	300	400-1,400	2.00	Y.K.M.
Sado Maru.....	do.....	300	400-1,400	2.00	Y.S.D.
Inaba Maru.....	do.....	300	400-1,400	2.00	Y.I.B.

ARRIVING AT NEW ORLEANS.

United Fruit Co. (British):					
Abungarez.....	United.....	400	350	2.00	UF
Parismina.....	Fessenden.....	400	350	2.00	UD
Atenas.....	do.....	400	350	2.00	UFM
Heredia.....	do.....	400	350	2.00	UI
Turrialba.....	United.....	400	350	2.00	UK
Cartago.....	do.....	400	350	2.00	UC
Leyland Line (British):					
Colonian.....					
Californian.....					
Merican.....					
Victorian.....					
Kingstonian.....					
Antillian.....					
Atlantian.....					
Median.....					
Etonian.....					
Vaccaro Bros. & Co. (Honduras):					
Rosina.....	United.....	400	350	2.00	TR
Joseph Vaccaro.....	do.....	400	350	2.00	TY
Navigazione Generale-Italiana (Italian):					
Liguria.....	Marconi.....		350	1.50	MAI
O. & A. Irgens (Norwegian):					
Ellis.....	United.....	400	350	2.00	UA
Preston.....	do.....	400	350	2.00	UB
Norway, Mexico and Gulf Steamship Co. (Norwegian)					
Texas.....	do.....	400	350	2.00	UXS
Notuega.....	do.....	400	350	2.00	URG

5. VESSELS EQUIPPED WITH WIRELESS—Continued.

ARRIVING AT BOSTON.

Name of line and vessel.	System.	Wave length.	Range.	Power.	Call letters.
		<i>Meters.</i>	<i>Nautical miles.</i>	<i>Kilowatts</i>	
Merchants and Miners Transportation Co. (American):					
Junata.....	United.....	450	200	1.00	QN
Eastern Steamship Co. (American):					
Calvin Austin.....	do.....	400	250	1.00	RN
Governor Cobb.....	do.....	350	250	1.00	RB
Governor Dingley.....	do.....	500	250	1.00	RV
American Mail Steamship Co. (American):					
Admiral Farragut.....	do.....	400	250	2.00	UW
F. Leyland & Co. (British):					
Devonian.....	Marconi.....	330	150	.35	MDL
Whitfredian.....	do.....	300	150	.35	MFL
Bohemian.....	do.....	300	150	.35	MEL
Canadian.....	do.....	300	150	.35	MGL
Cestrian.....	do.....	300	150	.35	MILL
Allan Line (British):					
Nimidian.....	do.....	300-600	150	.35	MNN
Parisian.....	do.....	300-600	150	.35	MZN

ARRIVING AT PHILADELPHIA.

American Mail Steamship Co. (American):					
Admiral Schley.....	United.....	350	300	2.00	U. G.
Admiral Dewey.....	do.....	350	300	2.00	U. V.
Allan Line (British):					
Carthaginian.....	do.....	300	150	.35	M. H. N.
Mongolian.....	do.....	300	150	.35	M. O. N.
Pretorian.....	do.....	300	150	.35	M. F. N.
Ionian.....	do.....	300	150	.35	M. I. N.
Steffan.....	do.....	300	150	.35	M. U. N.
Corinthian.....	do.....	300	150	.35	M. K. N.

ARRIVING AT BALTIMORE.

Merchants and Miners Transportation Co. (American):					
Merrimack.....	United.....	450	200	1	QM

ARRIVING AT TAMPA, FLA.

Peninsular and Occidental Steamship Co. (American):					
Olivette.....	De Forest.....		100	1	O. V.
Mascotte.....	do.....		100	1	O. W.

ARRIVING AT COOS BAY, OREG.

Interocean Transportation Co. (American):					
Nann Smith.....	United.....	300	a 150	1	BO

ARRIVING AT HONOLULU, HAWAII.

(See San Francisco.)

a Day.

6 SUMMARY OF VESSELS NOT EQUIPPED WITH WIRELESS.

Line.	Flag.	Vessels.	Line	Flag.	Vessels.
Merchants and Miners Transportation Co.	American...	20	Canada, Atlantic and Plant Steamship Co.	British...	2
Hamburg-American Line.	German....	13	Trinidad Line.....	do.....	2
Booth Line.....	British....	12	Munson Steamship Line.....	Cuban....	2
Royal Dutch West India Mail.	Dutch.....	12	Pacific Coast Co.....	American..	2
Pacific Mail Steamship Co.	American....	10	Red & 1 st Line.....	do.....	2
North German Lloyd....	German....	8	Sobinos de Herrera.....	Cuban....	1
Compagnie Generale Transatlantique.	French....	7	Charles McCormick.....	American..	1
Osaka Shosen Kaisha....	Japanese...	6	E. J. Dodge.....	do.....	1
Compania Trasatlantica	Spanish....	6	California and Oregon Steamship Co.	do.....	1
Alaska Steamship Co....	American..	5	Northern Steamship Co.....	do.....	1
Atlantic Transport Line.	British....	5	Prince Line (Limited).....	British....	1
Pinaros, Izquierdo & Co...	Spanish....	5	Porto Rico Line.....	American..	1
China Mutual Steamship Co.	British....	4	Alban Line.....	British....	1
Bank Line.....	do.....	4	Red Star Line.....	Belgian....	1
Ocean Steamship Co.....	do.....	4	W. A. Powell.....	British....	1
United Fruit Co.....	do.....	3	Oregon Coal and Navigation Co.	American..	1
Dominion Atlantic Railway Co.	do.....	3	H. J. Knowles.....	do.....	1
Lamport & Holt.....	do.....	3	Charles H. Higgins.....	do.....	1
Southern Pacific Co.....	American..	3	J. Guiner Fritch (incorporated).	do.....	1
New York and Cuba Mail Steamship Co.	do.....	3	Crescent City Transportation Co.	do.....	1
Uruguay Steamship Co....	British....	3	Sudden & Christensen.....	do.....	1
Quebec Steamship Co.....	do.....	3	National Steamship Co.....	do.....	1
Anchor Line.....	do.....	3	Charente Steamship Co....	British....	1
Australian Mail Line....	do.....	3	Sociedad Anonima de Navegacion Transatlantica.	Uruguayan..	1
Thomas Pollard.....	American..	2	Total.....		185
C. P. Doe.....	do.....	2			

7. VESSELS NOT EQUIPPED WITH WIRELESS.

ARRIVING AT NEW YORK.

Southern Pacific Co. (American):	Trinidad Line (British):
Excelsior.	Grenada.
Chalmette.	Maracas.
Red "D" Line (American):	Lamport & Holt (British):
Zulia.	Byron.
Maracalbo.	Tennyson.
New York and Cuba Mail Steamship Co. (American):	Voltaire.
City of Washington.	Munson Steamship Line (Cuban):
Seneca.	Curitiba.
Brunswick.	Olinda.
Porto Rico Line (American):	Royal Dutch West India Mail (Dutch):
Arkadia.	Prins Frederik Hendrik.
Booth Line (British):	Prins Maurits.
Clement.	Prins der Nederlanden.
Cearense.	Prins Willem I.
Christopher.	Prins Willem III.
Francis.	Prins Willem IV.
Hubert.	Prins Willem V.
Stephen.	Suriname.
Denis.	Saramacca.
Pancras.	Coppename.
Crispin.	Marowijne.
Cuthbert.	Ascama (chartered).
Boniface.	Hamburg-American Line (German):
Justin.	Sarnia.
Uruguay Steamship Co. (Limited) (British):	Sibiria.
Volturmo.	Alhai.
Campania.	Allegmania.
Uruguay.	Albanga.
Quebec Steamship Co. (British):	Allegany.
Guiana.	Barcelona.
Korona.	Istria.
Parima.	Bosnia.
Prince Line (Limited) (British):	Bethania.
Eastern Prince.	Albano.
Anchor Line (British):	Troy.
Italia.	Calabria.
Calabria.	Dortmund.
Perugia.	Compania Trasatlantica (Spanish):
Atlantic Transport Line (British):	Antonio Lopez.
Mobile.	Manuel Calvo.
Mackinaw.	Buenos Aires.
Montana.	Montevideo.
Maryland.	Montserrat.
Minnesota.	

7 VESSELS NOT EQUIPPED WITH WIRELESS—(Continued.)

ARRIVING AT SAN FRANCISCO

Pacific Mail Steamship Co. (American):	Crescent City Transportation Co. (American)
Acapulco	Del Norte.
City of Panama.	C. P. Dec (American):
City of Pau.	Eureka.
City of Sydney.	F. A. Kilburn.
Costa Rica.	J. Homer Fitch (Incorporated) (American):
Newport.	Homér.
Pennsylvania.	Chas. H. Higgins (American)
Peu.	James S. Higgins
San Jose.	H. J. Knowles (American):
San Juan.	J. B. Stetson.
Southern Pacific Co. (American):	Oregon Coal and Navigation Co. (American).
Breakwater.	M. F. Plant
Pacific Coast Co. (American):	California and Oregon Steamship Co. (American):
City of Topeka.	Nome City.
Curacao.	E. J. Dodge (American):
National Steamship Co. (American):	Northland.
Brunswick.	J. R. Hanify (American):
Thomas Pollard (American):	Santa Barbara.
Centralia.	Santa Monica
Coronado.	Chas. McCormick (American):
Sudden & Christensen:	Yosemite.
Chehalis.	

ARRIVING AT BALTIMORE.

Merchants and Miners Transportation Co. (American):	Merchants and Miners Transportation Co. (American)—Continued
Aries.	Ontario.
Berkshire.	Powhatan.
Dorchester.	Persian.
Essex.	Parthian.
Frederick.	Quantic.
Glooucester.	North German Lloyd (German):
Grecian.	Brandenburg
Howard.	Breslau.
Itasca.	Cassel.
Indian.	Chemnitz.
Kershaw.	Frankfurt.
Lexington.	Hannover.
Nantucket.	Koh.
New Orleans.	Wittekind.

ARRIVING AT PORT TOWNSEND

Alaska Steamship Co. (American):	China Mutual Steamship Co. (British):
Santa Ana.	Qania.
Dora.	Ning Chow.
Dirigo.	Protesilaus
Oakland.	Keemun.
Edith.	Ocean Steamship Co. (British):
Northern Steamship Co. (American):	Bellerophon.
A. G. Lindsay.	Antiochus.
Australian Mail Line (British):	Teucer.
Oceanic.	Titan.
Century.	Osaka Shosen Kaisha (Japanese):
Mineic.	Tacoma Maru
Bank Line (British):	Seattle Maru.
Suveric.	Chicago Maru.
Kumeria.	Panama Maru.
Aymeric.	Mexico Maru
Laceric.	Canada Maru.

ARRIVING AT SAN JUAN, P. R.

Sobrinos de Herrera (Cuban)	Compania Transatlantica (Spanish):
Julia.	Catalina.
Compagnie Generale Transatlantique (French):	Pinillos, Izquierdo & Co. (Spanish):
Montreal.	Catalina.
Quebec.	Conde Wifredo.
St. Domingue.	Pio IX.
Abd-el-Kader.	
Hamburg American Line (German):	
President.	

7. VESSELS NOT EQUIPPED WITH WIRELESS—Continued

ARRIVING AT NEW ORLEANS.

W. A. Powell (British):	Compagnie Generale Transatlantique (French):
Orleanian	Virginie
Charente Steamship Co. (British):	Californie
Mechanician.	Louise
Pinillos, Izquierdo & Co. (Spanish):	Sociedad Anonima de Navegacion Transatlantica
Miguel M. Pinillos.	(Uruguayan)
Martin Saenz.	Brasileno.

ARRIVING AT PHILADELPHIA

Merchants and Miners Transportation Co. (American):	Red Star Line (Belgian).
Tuscan	Friesland
	Allan Line (British).
	Siberian.

ARRIVING AT BOSTON.

United Fruit Co. (British):	Canada, Atlantic and Plant Steamship Co.
San Jose.	(British):
Limon.	Halifax
Esparta.	A. W. Perry.
Dominion Atlantic Railway Co. (British).	
Prince George.	
Prince Arthur.	
Boston.	

APPENDIX N.

MISCELLANEOUS.

The following appendix contains miscellaneous information relating to matters in the text.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1910.

The following statement of the value of imports and exports of the United States carried in American and foreign vessels and in cars and other land vehicles for the fiscal years 1821 to 1910 is furnished by the Bureau of Statistics of the Department of Commerce and Labor.

Year.	Imports.			Exports ^a		
	In cars and other land vehicles ^b	In American vessels.	In foreign vessels.	In cars and other land vehicles ^b	In American vessels.	In foreign vessels.
1821.....		\$58,025,890	\$1,559,825		\$58,175,572	\$9,798,410
1822.....		76,981,331	6,257,210		60,715,568	11,444,713
1823.....		71,511,541	6,067,726		65,315,060	9,383,464
1824.....		75,265,053	5,283,951		67,411,706	8,574,951
1825.....		91,902,512	4,437,503		88,799,749	10,735,639
1826.....		80,778,120	4,196,357		69,553,516	8,041,806
1827.....		74,965,406	4,518,572		72,090,544	10,232,283
1828.....		81,951,319	6,558,505		61,108,374	11,156,312
1829.....		69,325,552	5,106,975		62,089,441	10,209,230
1830.....		66,035,739	4,481,181		63,882,719	9,966,780
1831.....		93,902,110	9,220,014		65,646,181	15,764,402
1832.....		90,208,229	10,731,037		66,140,700	21,036,133
1833.....		98,060,772	10,057,539		68,058,231	22,082,202
1834.....		113,700,174	12,821,858		77,693,461	26,043,512
1835.....		135,298,865	14,603,877		94,135,191	27,558,386
1836.....		171,056,442	18,323,593		97,132,457	31,530,583
1837.....		122,177,193	18,812,024		91,207,563	26,211,813
1838.....		103,887,448	10,029,956		89,818,799	18,066,817
1839.....		143,874,252	18,217,880		94,787,948	26,240,468
1840.....		92,802,352	14,339,167		105,622,257	20,403,699
1841.....		113,221,877	14,724,300		94,808,638	27,043,165
1842.....		88,724,280	11,437,507		79,893,023	24,798,511
1843.....		49,971,875	14,781,924		65,053,636	10,292,544
1844.....		94,174,673	14,260,362		78,450,529	32,749,517
1845.....		102,438,481	14,816,083		86,942,442	27,704,104
1846.....		106,008,173	15,083,021		86,550,175	20,938,341
1847.....		113,141,357	33,404,281		100,204,804	53,808,210
1848.....		128,047,232	20,361,030		109,037,081	44,374,200
1849.....		120,382,162	27,475,287		109,533,123	45,222,697
1850.....		139,057,043	33,481,275		99,016,041	62,283,079
1851.....		163,050,543	52,574,389		152,451,689	65,031,322
1852.....		155,253,467	53,038,388		139,476,937	70,181,429
1853.....		101,088,325	70,290,322		155,023,802	75,047,355
1854.....		215,376,273	80,117,821		191,822,206	84,474,054
1855.....		202,234,900	69,233,020		203,250,562	71,900,284
1856.....		249,972,512	64,007,430		232,305,762	91,669,146
1857.....		259,116,170	101,773,971		271,214,857	111,745,825
1858.....		203,700,018	75,913,134		246,401,288	81,153,133
1859.....		210,123,428	122,644,702		246,617,953	107,171,609
1860.....		228,164,655	134,001,369		279,052,802	121,039,394
1861.....		261,544,055	134,106,098		179,972,733	60,372,180
1862.....		92,274,100	113,497,620		125,421,818	104,517,667
1863.....		100,744,580	143,175,340		132,127,891	199,880,091
1864.....		81,212,077	248,350,818		102,849,409	237,442,730
1865.....		74,385,110	174,170,536		93,017,756	262,839,688
1866.....		112,040,395	333,471,763		213,671,460	351,754,928
1867.....		117,209,536	300,622,035		180,625,368	280,708,363

^a Stated in mixed gold and currency values from 1862 to 1879, inclusive.

^b Not separately stated prior to July 1, 1870.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1910—Continued.

Year.	Imports.			Exports. ^a		
	In cars and other land vehicles. ^b	In American vessels.	In foreign vessels.	In cars and other land vehicles.	In American vessels.	In foreign vessels.
1868.....		\$122,965,225	\$248,659,583		\$175,016,318	\$301,886,401
1869.....		136,802,024	300,512,231		153,154,748	285,979,781
1870.....		153,287,077	309,140,510		199,732,324	329,786,978
1871.....	\$15,187,354	103,285,710	363,020,644	\$7,798,156	190,378,462	392,801,932
1872.....	17,635,681	177,286,302	445,416,783	10,015,089	168,011,799	393,929,579
1873.....	17,070,548	174,789,834	471,806,765	10,799,430	171,540,758	494,915,886
1874.....	14,513,335	176,027,778	405,320,135	8,509,205	174,424,216	533,885,971
1875.....	13,083,869	157,872,726	382,949,568	7,304,376	156,385,066	501,835,949
1876.....	12,148,667	143,380,704	321,139,500	6,321,487	167,686,467	492,216,487
1877.....	10,097,040	151,831,007	329,565,833	6,707,170	164,826,214	520,351,703
1878.....	12,965,999	146,490,282	307,407,565	7,511,305	166,551,624	569,585,564
1879.....	11,983,823	143,590,353	310,499,599	7,439,862	128,425,339	600,769,633
1880.....	15,142,465	149,317,368	503,494,913	5,838,928	109,029,209	720,770,521
1881.....	17,193,213	133,631,146	491,840,269	8,259,308	110,955,324	777,162,714
1882.....	22,854,940	130,266,820	571,517,892	12,118,371	96,962,919	611,460,967
1883.....	23,003,048	136,002,290	564,175,576	25,050,844	104,418,210	694,331,348
1884.....	20,140,294	135,046,207	512,511,192	26,573,774	98,652,828	615,287,007
1885.....	21,149,476	112,864,052	443,513,801	24,183,299	82,001,691	636,004,765
1886.....	24,555,683	118,942,817	491,937,036	19,144,067	78,406,686	581,973,477
1887.....	27,562,069	121,805,493	543,392,216	21,389,666	72,991,253	621,802,292
1888.....	32,209,469	123,525,298	568,222,857	22,147,368	67,332,175	606,471,961
1889.....	38,237,861	120,782,910	580,120,881	28,430,517	83,022,198	639,942,660
1890.....	40,021,361	124,948,948	623,740,100	32,949,902	77,502,138	747,370,644
1891.....	40,032,755	127,471,678	676,511,763	31,623,439	78,988,847	773,549,324
1892.....	39,720,595	139,139,891	648,535,970	33,221,472	81,093,844	916,022,832
1893.....	44,131,094	127,095,434	695,134,394	33,862,917	70,070,073	733,132,174
1894.....	29,623,085	131,561,193	593,810,334	40,221,427	73,707,023	709,212,122
1895.....	33,201,988	108,225,615	590,538,362	49,902,754	62,277,581	695,357,830
1896.....	35,535,070	117,299,074	626,890,621	61,131,125	70,362,813	751,083,000
1897.....	35,812,620	109,133,454	610,734,338	65,082,305	79,041,823	806,669,428
1898.....	39,427,734	93,535,867	492,080,003	73,283,704	67,792,150	1,080,400,476
1899.....	33,424,821	82,050,118	581,073,550	83,870,907	78,562,088	1,064,590,307
1900.....	44,412,690	104,304,400	701,223,735	110,483,141	90,779,252	1,193,220,689
1901.....	47,100,814	93,055,493	683,015,858	111,000,931	84,343,122	1,291,620,938
1902.....	56,366,711	102,188,002	744,766,235	123,824,337	83,681,985	1,174,263,079
1903.....	60,208,195	123,666,832	835,844,210	138,861,301	91,028,200	1,190,258,178
1904.....	68,239,120	132,283,065	790,595,186	152,736,889	97,482,054	1,210,608,328
1905.....	78,725,270	160,649,571	878,138,230	163,540,059	129,958,375	1,235,663,232
1906.....	86,677,047	168,458,129	971,307,270	193,735,340	153,850,076	1,390,270,084
1907.....	94,172,649	176,560,716	1,163,098,060	218,472,537	141,780,310	1,620,698,231
1908.....	71,310,825	151,919,733	971,111,234	190,551,127	120,692,405	1,549,629,724
1909.....	71,391,142	150,528,075	1,090,001,007	182,189,155	108,120,142	1,372,692,807
1910.....	90,408,369	147,100,976	1,320,288,085	228,760,261	113,699,362	1,402,626,157

Total imports and exports.

Year.	In cars and other land vehicles.	By sea.			Per cent carried in American vessels.
		In American vessels.	In foreign vessels.	Total.	
1821.....		\$113,201,462	\$14,358,235	\$127,559,697	88.7
1822.....		137,699,890	17,701,923	155,401,822	88.4
1823.....		136,827,207	15,451,190	152,278,397	89.9
1824.....		142,676,759	13,858,905	156,535,664	91.2
1825.....		180,702,261	15,173,202	195,875,463	92.3
1826.....		150,331,636	12,238,143	162,569,779	92.5
1827.....		147,056,040	14,750,855	161,806,895	90.9
1828.....		143,069,693	17,714,817	160,784,510	88.9
1829.....		131,414,993	15,430,205	146,845,198	89.5
1830.....		129,918,458	14,447,970	144,366,428	89.9
1831.....		159,508,291	24,093,416	184,601,707	86.5
1832.....		156,438,689	31,737,220	188,206,299	83.1
1833.....		166,119,003	32,199,731	198,258,734	83.8
1834.....		191,393,035	30,404,070	220,858,305	83.0
1835.....		229,424,056	42,165,263	271,589,319	84.5
1836.....		268,198,809	49,854,170	318,043,075	84.3
1837.....		213,384,750	45,023,837	258,408,583	82.6
1838.....		192,007,247	29,296,773	222,204,020	84.2
1839.....		238,662,200	44,458,348	283,120,548	84.3
1840.....		198,424,609	40,802,856	239,227,465	82.9
1841.....		208,030,515	41,707,465	249,737,980	83.3
1842.....		168,617,363	36,236,318	204,853,681	82.3

^a Stated in mixed gold and currency values from 1862 to 1873, inclusive.^b Not separately stated prior to July 1, 1870.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1910—Continued.

Year.	Total imports and exports				Per cent carried in American vessels.
	In cars and other land vehicles.	By sea.		Total.	
		In American vessels.	In foreign vessels.		
1843.		\$115,025,511	\$34,074,768	\$149,100,279	77.1
1844.		172,625,202	47,009,879	219,635,081	78.6
1845.		189,380,923	42,520,247	231,901,170	81.7
1846.		192,558,348	42,621,965	235,180,313	81.7
1847.		213,346,161	87,272,491	300,618,652	70.9
1848.		238,305,163	70,725,896	309,031,059	77.4
1849.		220,915,275	72,697,984	293,613,250	75.2
1850.		239,272,084	90,704,951	330,037,038	72.5
1851.		316,107,232	118,505,711	434,612,943	72.7
1852.		294,735,401	123,219,817	417,955,221	70.5
1853.		346,717,127	152,237,677	498,954,804	69.5
1854.		406,098,539	170,591,875	577,290,414	70.5
1855.		405,485,462	131,139,904	536,625,366	75.6
1856.		482,268,274	159,336,576	641,604,850	75.2
1857.		510,331,027	213,519,796	723,850,823	70.5
1858.		417,191,304	160,066,267	607,257,561	73.7
1859.		466,741,381	229,816,211	695,557,592	66.9
1860.		507,247,757	255,040,793	762,288,550	66.5
1861.		381,516,788	203,478,278	584,995,066	65.2
1862.		217,605,418	218,015,296	435,710,711	50.0
1863.		241,872,471	313,056,031	554,928,502	41.4
1864.		184,001,486	485,793,548	669,855,034	27.5
1865.		167,402,872	437,010,124	604,412,996	27.7
1866.		325,711,861	685,226,691	1,010,938,552	32.2
1867.		297,834,904	581,330,403	879,165,307	33.9
1868.		297,981,573	550,546,074	848,527,647	35.1
1869.		289,956,772	586,492,012	876,448,784	33.1
1870.		352,969,401	638,927,488	991,896,889	35.6
1871.	\$22,985,510	353,661,172	755,822,576	1,109,486,748	31.9
1872.	27,650,770	345,331,101	839,346,362	1,184,677,463	29.2
1873.	27,809,978	346,306,592	960,722,651	1,313,029,243	26.4
1874.	23,022,540	350,451,994	939,206,106	1,289,658,100	27.2
1875.	20,388,235	314,257,792	884,788,517	1,199,046,309	26.1
1876.	18,473,154	311,076,171	813,351,987	1,124,431,158	27.7
1877.	17,464,810	316,660,261	869,920,536	1,176,680,817	26.9
1878.	20,477,364	313,050,906	876,991,120	1,190,042,035	26.3
1879.	19,423,085	272,015,692	911,269,232	1,183,284,924	23.0
1880.	20,081,303	258,346,577	1,224,265,434	1,482,612,011	17.4
1881.	25,452,521	250,536,470	1,269,002,983	1,519,539,453	16.5
1882.	34,973,317	227,229,745	1,212,978,709	1,440,208,514	15.8
1883.	48,092,892	240,420,500	1,258,506,921	1,498,927,424	16.0
1884.	40,714,008	233,699,035	1,127,798,199	1,361,497,234	17.2
1885.	45,332,775	191,865,713	1,079,518,566	1,274,384,309	15.3
1886.	43,700,350	197,349,503	1,073,911,113	1,271,260,610	15.5
1887.	48,951,725	194,356,746	1,165,194,508	1,359,551,254	14.3
1888.	51,356,827	190,837,473	1,174,697,321	1,366,534,794	14.0
1889.	66,664,378	203,806,108	1,217,063,541	1,420,868,649	14.3
1890.	73,571,263	202,451,086	1,371,116,744	1,573,567,830	12.9
1891.	72,856,194	206,459,725	1,460,081,087	1,656,540,812	12.5
1892.	72,948,067	220,173,735	1,564,558,808	1,784,732,513	12.3
1893.	87,984,041	197,765,507	1,428,316,568	1,626,082,075	12.2
1894.	78,844,522	195,268,216	1,233,022,450	1,498,290,672	13.3
1895.	83,104,742	170,507,196	1,255,896,192	1,450,403,388	11.7
1896.	96,666,204	187,691,887	1,377,973,521	1,665,665,408	12.0
1897.	100,894,925	189,075,277	1,525,753,760	1,714,829,043	11.0
1898.	103,711,488	161,328,017	1,552,492,479	1,714,820,496	9.3
1899.	117,295,728	160,612,206	1,646,263,857	1,806,876,065	8.9
1900.	154,895,650	195,084,192	1,894,144,424	2,089,528,616	9.3
1901.	159,001,745	177,398,015	1,971,536,796	2,151,935,411	8.2
1902.	180,191,048	185,819,987	1,919,029,314	2,104,849,301	8.8
1903.	205,059,496	214,695,032	2,026,102,388	2,240,797,420	9.1
1904.	220,976,009	229,735,110	2,001,203,514	2,230,938,033	10.3
1905.	242,265,329	200,607,946	2,103,201,462	2,393,809,408	12.1
1906.	280,412,387	322,347,205	2,307,667,354	2,690,014,559	12.0
1907.	312,645,186	318,331,026	2,684,290,291	3,002,627,317	10.6
1908.	261,861,952	272,512,228	2,520,740,958	2,793,253,180	9.8
1909.	253,580,297	258,057,217	2,492,693,814	2,721,351,031	9.5
1910.	319,168,630	260,800,278	2,722,813,242	2,983,618,520	8.7

2. TONNAGE OF AMERICAN AND FOREIGN VESSELS ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES, FISCAL YEARS 1821-1910.

[Compiled in the Bureau of Statistics of the Department of Commerce and Labor]

Year.	Entered.				Cleared.				Total.			
	Ameri- can.	Per cent	Foreign	Per cent.	Ameri- can.	Per cent	Foreign.	Per cent.	Ameri- can.	Per cent.	Foreign.	Per cent.
1821.....	765,098	91	81,526	9	804,947	91	83,073	9	1,570,045	90	164,604	10
1822.....	787,961	89	100,541	11	813,748	90	97,490	10	1,501,709	88	198,031	12
1823.....	775,271	86	119,468	14	810,761	87	119,740	13	1,586,032	86	239,208	14
1824.....	850,033	89	102,367	11	919,278	89	102,552	11	1,769,311	90	204,910	10
1825.....	880,754	90	92,927	10	960,366	90	95,080	10	1,841,120	91	188,007	9
1826.....	942,206	89	105,654	11	953,012	90	90,417	10	1,896,218	89	205,071	11
1827.....	918,361	86	137,589	14	980,542	88	131,250	12	1,898,903	88	268,839	12
1828.....	868,781	86	150,223	14	897,404	86	151,030	14	1,766,785	85	301,253	15
1829.....	872,949	86	130,443	14	944,799	87	133,006	13	1,817,748	87	263,749	13
1830.....	967,227	88	131,900	12	971,760	88	133,436	12	1,938,987	88	266,336	12
1831.....	922,952	76	181,948	24	972,504	78	271,994	22	1,895,456	77	553,942	23
1832.....	949,622	70	393,038	30	974,865	71	387,605	29	1,924,487	71	780,543	29
1833.....	1,111,441	69	496,705	31	1,142,160	69	497,030	31	2,253,601	68	993,744	32
1834.....	1,074,670	65	508,052	35	1,134,020	66	577,700	34	2,208,690	66	1,145,762	34
1835.....	1,352,653	68	641,310	32	1,400,517	69	630,824	31	2,753,270	68	1,280,134	32
1836.....	1,255,384	64	680,213	36	1,315,523	66	671,721	34	2,570,907	65	1,454,934	35
1837.....	1,209,720	62	765,703	38	1,266,622	62	756,292	38	2,666,342	63	1,621,995	37
1838.....	1,302,764	68	592,110	32	1,408,761	69	601,160	31	2,711,735	69	1,190,276	31
1839.....	1,491,279	71	624,814	29	1,477,028	71	611,839	29	2,908,207	71	1,236,653	29
1840.....	1,576,946	68	712,363	32	1,647,009	69	706,486	31	3,223,955	69	1,118,849	31
1841.....	1,631,090	68	736,444	32	1,634,156	68	736,849	32	3,260,065	69	1,473,293	31
1842.....	1,510,111	67	732,775	33	1,536,451	67	740,497	33	3,046,662	68	1,473,272	32
1843.....	1,143,523	68	534,752	32	1,268,083	70	523,940	30	2,411,600	70	1,058,701	30
1844.....	1,977,438	68	916,922	32	2,010,924	68	906,814	32	3,988,362	69	1,823,736	31
1845.....	2,035,486	69	910,536	31	2,053,977	69	930,275	31	4,089,463	69	1,840,838	31
1846.....	2,151,144	69	959,739	31	2,221,028	69	968,178	31	4,372,142	70	1,927,917	30
1847.....	2,101,350	66	1,220,346	34	2,202,398	65	1,176,605	35	4,303,752	65	2,396,951	35
1848.....	2,393,482	63	1,405,191	37	2,461,280	63	1,404,159	37	4,854,702	64	2,809,350	36
1849.....	2,658,321	61	1,710,616	39	2,753,724	62	1,675,709	38	5,412,045	62	3,386,224	38
1850.....	2,673,016	59	1,175,623	41	2,632,788	60	1,728,214	40	5,266,804	60	3,503,637	40
1851.....	3,054,349	61	1,939,091	39	3,200,519	62	1,929,635	38	6,254,868	62	3,868,626	38
1852.....	3,235,622	61	2,057,358	39	3,230,590	61	2,047,676	39	6,460,112	62	4,104,933	38
1853.....	4,004,013	63	2,277,930	37	3,760,789	62	2,298,790	38	7,770,802	63	4,576,720	37
1854.....	3,752,115	63	2,132,224	37	3,911,392	64	2,107,802	36	7,663,507	65	4,240,026	35
1855.....	3,861,391	64	2,083,948	36	4,008,979	65	2,110,322	35	7,930,373	65	4,194,270	35
1856.....	4,385,484	65	2,486,790	35	4,538,364	64	2,462,100	36	8,923,848	65	4,948,878	35
1857.....	4,721,370	65	2,464,946	35	4,680,051	64	2,490,170	36	9,402,021	66	5,055,116	34
1858.....	4,395,642	60	2,209,403	34	4,490,033	66	3,312,759	34	8,885,675	67	4,622,162	33
1859.....	5,265,648	67	2,640,387	33	5,297,307	66	2,618,888	34	10,663,015	68	5,158,775	32
1860.....	5,921,285	71	2,353,911	29	6,165,024	70	2,621,005	30	12,087,200	71	4,777,916	29
1861.....	5,023,017	69	2,277,654	31	4,889,313	68	2,262,042	32	9,813,230	70	4,470,696	30
1862.....	5,117,685	69	2,245,278	31	4,961,818	67	2,376,999	33	10,079,603	69	4,622,277	31
1863.....	4,614,608	63	2,640,378	37	4,447,261	59	3,064,023	41	9,061,959	62	5,704,401	38
1864.....	3,060,431	46	3,471,219	54	3,090,918	45	3,711,131	55	6,157,382	46	7,212,350	54
1865.....	2,943,661	47	3,216,967	53	3,025,134	45	3,595,123	55	5,968,795	47	6,812,090	53
1866.....	3,372,060	43	4,410,424	57	3,383,176	43	4,438,384	57	6,755,236	44	8,848,808	56
1867.....	3,455,052	44	4,318,673	56	3,419,502	43	4,466,490	57	6,874,554	44	8,784,163	56
1868.....	3,550,550	44	4,495,465	56	3,717,050	44	4,561,090	56	7,268,508	45	9,056,525	55
1869.....	3,402,668	38	5,347,694	62	3,381,303	38	5,372,670	62	6,781,031	39	10,720,264	61
1870.....	3,486,038	38	5,609,621	62	3,506,929	38	5,602,474	62	6,992,967	39	11,332,095	62
1871.....	3,742,740	37	6,206,444	63	3,746,922	37	6,151,637	63	7,489,682	38	12,417,081	62
1872.....	3,711,846	34	7,094,677	66	3,682,309	34	7,051,425	66	7,394,155	35	14,146,002	65
1873.....	3,612,631	30	8,083,087	70	3,756,664	30	8,065,132	70	7,399,195	32	16,148,218	68
1874.....	3,893,725	29	9,197,829	71	3,982,052	30	9,207,390	70	7,875,779	30	18,405,225	70
1875.....	3,673,950	30	8,118,860	70	3,736,630	31	8,159,868	69	7,310,789	30	16,278,728	70
1876.....	3,611,436	28	8,899,312	72	3,732,415	29	8,922,090	71	7,343,851	30	17,822,011	70
1877.....	3,603,403	27	9,791,880	73	3,765,171	28	9,677,218	72	7,128,574	28	19,468,804	72
1878.....	3,612,417	25	10,821,887	75	3,872,203	26	10,935,818	74	7,514,020	26	21,756,715	71
1879.....	3,415,410	21	12,777,734	79	3,461,390	21	12,610,923	79	6,870,770	22	25,388,657	78
1880.....	3,436,964	10	14,573,085	81	3,397,355	18	14,645,544	82	6,834,311	19	29,210,229	81
1881.....	3,253,581	17	15,065,020	83	3,375,635	18	15,094,392	82	6,629,119	19	30,160,012	81
1882.....	3,210,968	18	14,259,769	82	3,317,598	18	14,430,164	82	6,058,569	19	28,608,933	81
1883.....	3,355,543	20	13,126,184	80	3,307,223	18	13,233,673	80	6,602,705	20	26,368,857	80
1884.....	3,202,293	22	11,866,635	78	3,236,641	22	11,967,902	78	6,138,934	22	23,834,437	78
1885.....	3,132,011	21	12,172,816	79	3,231,656	21	12,283,213	79	6,363,567	21	24,456,029	79
1886.....	3,231,673	21	11,904,013	79	3,303,373	20	12,024,299	79	6,534,949	21	23,928,342	79
1887.....	3,305,516	21	12,450,767	79	3,259,046	20	12,404,185	80	6,024,562	20	24,044,952	80
1888.....	3,360,767	22	12,026,386	78	3,415,004	22	12,253,900	78	6,781,771	22	24,280,230	78
1889.....	3,724,325	23	12,227,794	77	3,988,454	24	12,354,003	76	7,112,779	23	24,582,187	77
1890.....	4,083,121	23	13,024,140	77	4,060,767	23	14,082,105	77	7,149,878	23	25,106,245	77
1891.....	4,380,804	24	13,823,491	76	4,455,402	24	13,805,430	76	8,330,206	24	27,028,921	76
1892.....	4,469,955	23	16,543,489	78	4,636,151	22	16,624,882	78	9,000,106	22	23,308,351	78
1893.....	4,368,086	22	15,223,130	78	4,403,362	22	15,357,884	78	8,762,048	22	23,588,514	78
1894.....	4,654,679	23	15,334,981	77	4,739,918	23	15,531,772	77	9,394,597	23	23,866,756	77
1895.....	4,472,830	23	14,822,085	77	4,504,227	23	15,246,319	77	8,977,057	23	23,106,404	77

2. TONNAGE OF AMERICAN AND FOREIGN VESSELS ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES, FISCAL YEARS 1821-1910—Continued.

Year.	Entered.				Cleared.				Total.			
	Ameri- can.	Per cent.	Foreign.	Per cent.	Ameri- can.	Per cent.	Foreign.	Per cent.	Ameri- can.	Per cent.	Foreign.	Per cent.
1826. . .	5,196,320	25	15,792,804	75	5,329,599	25	16,084,086	75	10,525,919	25	31,877,850	75
1827. . .	5,525,328	23	18,231,922	77	5,618,142	24	18,091,053	76	11,143,470	23	36,325,975	77
1828. . . .	5,210,046	20	20,339,353	80	5,111,447	20	20,636,785	80	10,351,493	20	40,976,138	80
1829. . .	5,340,600	20	20,770,156	80	5,471,752	21	20,794,224	79	10,812,412	21	41,564,380	79
1830. . .	6,135,652	22	22,027,353	78	6,208,918	22	22,072,223	78	12,344,570	22	44,099,576	78
1831. . .	6,381,305	21	23,386,716	79	6,417,347	22	23,402,516	78	12,798,652	21	46,789,262	79
1832. . .	6,961,200	23	23,693,232	77	6,821,555	22	23,622,527	78	13,782,755	23	47,315,759	77
1833. . .	6,906,582	22	24,187,081	78	6,975,227	22	24,310,941	78	13,881,809	22	48,528,022	78
1834. . .	6,679,173	22	23,273,237	78	6,641,374	22	23,374,201	78	13,320,517	22	46,647,438	78
1835. . .	7,080,624	23	23,902,593	77	7,203,008	23	23,954,533	77	11,283,632	23	47,857,126	77
1836. . . .	7,612,600	22	26,512,755	78	7,548,533	22	26,203,921	78	15,193,223	22	52,746,676	78
1837. . . .	8,115,650	22	28,506,600	78	8,092,557	22	27,897,500	78	16,208,213	22	56,104,100	78
1838. . .	8,473,227	22	30,075,968	78	8,435,207	22	29,846,489	78	16,908,431	22	59,922,457	78
1839. . .	8,771,464	22	30,286,674	78	8,491,725	22	29,704,756	78	17,263,189	22	59,991,430	78
1840. . .	8,888,450	22	31,347,347	78	8,808,603	22	30,897,255	78	17,697,062	22	62,244,602	78

STATISTICAL TABLES

STATISTICAL TABLES.

NO. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

[This table does not include yachts, nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers and lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

States and customs districts in which documented.	Registered.		Enrolled.		Licensed under 20 tons		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.								
Maine:								
Passamaquoddy.....	37	7,336	14	6,016	122	1,659	203	15,011
Machias.....	11	1,949	56	5,022	52	577	122	7,548
Frenchmans Bay.....	3	856	51	5,701	75	766	129	7,323
Castine.....	1	95	93	8,516	116	976	210	9,587
Bangor.....	1	311	54	12,185	5	71	60	12,567
Belfast.....	2	320	40	12,181	51	491	96	12,992
Waldoboro.....	7	1,260	89	28,100	118	1,265	211	30,025
Wiscasset.....	2	267	11	1,209	32	348	45	1,824
Bath.....	8	17,182	90	83,063	28	432	126	100,677
Portland and Falmouth.....	8	5,257	108	58,205	84	1,161	200	64,623
Saco.....	1	404	2	111			3	515
Kennebunk.....			7	515	6	80	13	625
York.....					2	15	2	15
New Hampshire:								
Portsmouth.....	2	518	25	3,278	9	110	36	3,906
Massachusetts:								
Newburyport.....			7	1,114	6	71	12	1,485
Gloucester.....	3	531	195	20,902	85	1,221	283	22,654
Salem and Beverly.....	2	562	13	1,155	11	130	26	1,853
Marblehead.....			7	1,850	15	151	22	2,001
Boston and Charlestown.....	31	17,983	350	177,115	94	1,409	475	196,707
Plymouth.....			2	166	4	33	6	199
Nantuxtable.....	2	350	37	4,780	153	1,211	192	6,941
Nantuxket.....			1	35	26	215	27	250
Edgartown.....					38	313	38	313
New Bedford.....	28	6,487	29	7,059	42	434	99	13,980
Fall River.....			70	70,583	16	156	86	70,739
Rhode Island:								
Providence.....	2	453	41	11,197	73	747	116	12,397
Bristol and Warren.....			8	489	18	227	26	716
Newport.....			44	5,414	100	1,143	144	6,557
Connecticut:								
Stonington.....			33	11,456	36	400	69	11,856
New London.....	3	801	105	76,935	20	371	137	78,107
Hartford.....			105	41,270	9	137	114	41,407
New Haven.....			133	40,524	67	835	200	41,350
Bridgeport.....	1	86	76	12,172	148	1,404	225	13,752
New York:								
New York—								
New York.....	107	330,789	3,046	1,257,626	489	7,277	3,642	1,601,602
Albany.....			251	35,559	34	735	285	36,294
Patchogue.....			74	4,231	325	3,040	399	7,271
Port Jefferson.....			18	2,184	9	97	27	2,281
Cold Spring.....			25	1,994	43	417	68	2,411
Sag Harbor—								
Sag Harbor.....			7	3,232	21	186	28	3,418
Greenport.....			66	5,551	138	1,246	204	6,797
New Jersey:								
Newark.....			56	10,152	31	566	87	10,718
Perth Amboy.....	3	4,776	303	115,175	64	757	370	120,708
Little Egg Harbor.....			6	1,133	32	249	38	1,382
Great Egg Harbor.....			16	1,444	239	2,428	255	3,872
Bridgeton.....			67	2,671	317	4,781	384	7,452
Burlington.....			12	1,889	1	31	13	1,920

No. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

States and customs districts in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS— continued.								
Pennsylvania:	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Philadelphia.....	15	28,093	536	256,800	104	2,001	655	286,954
Delaware:								
Delaware.....	2	4,599	83	22,871	63	860	148	28,330
Maryland:								
Baltimore.....	5	2,771	503	191,153	360	4,193	928	198,117
Annapolis.....			64	2,550	132	1,479	196	4,029
Eastern Maryland.....			134	9,131	539	4,822	673	13,953
District of Columbia:								
Georgetown.....			31	10,669	24	391	58	11,060
Virginia:								
Alexandria.....			23	924	63	873	86	1,797
Pappahannock.....			92	7,800	144	1,615	236	9,415
Richmond.....			33	5,133	38	516	71	5,648
Petersburg.....			2	417			2	417
Newport News.....			47	5,108	217	2,733	264	7,901
Norfolk and Portsmouth.....	2	1,472	124	20,349	313	3,916	439	26,737
Cherrystone.....								
Cape Charles.....			30	11,043	196	2,114	226	13,157
Chincoteague.....			13	523	101	949	114	1,472
North Carolina:								
Albemarle.....			40	4,664	150	1,777	190	6,441
Pamlico.....			42	1,953	170	2,061	212	4,014
Beaufort.....			14	520	230	2,349	250	2,869
Wilmington.....	1	412	30	2,852	48	646	79	3,910
South Carolina:								
Georgetown.....			20	2,321	23	274	43	2,595
Charleston.....			38	3,582	112	1,436	150	5,018
Beaufort.....			13	2,660	68	620	71	3,280
Georgia:								
Savannah.....			54	50,580	86	1,165	140	51,745
Brunswick.....	2	2,330	37	10,610	31	349	70	22,289
St. Marys.....			1	149	4	25	5	174
Florida:								
Fernandina.....	2	1,037	9	1,292	9	146	20	2,475
Jacksonville.....	15	2,783	37	10,725	73	1,036	125	14,605
St. Augustine.....			13	1,074	49	507	62	1,581
Key West.....	31	3,676	30	2,035	158	1,886	219	7,597
Tampa.....	13	3,701	68	20,263	119	1,370	200	25,424
St. Marks.....	1	209	28	4,071	21	288	50	4,658
Apalachicola.....	1	382	28	5,350	35	356	64	6,088
Pensacola.....	3	271	87	10,102	46	753	136	11,126
Alabama:								
Mobile.....	10	1,747	88	22,503	104	1,319	202	25,629
Mississippi:								
Pearl River.....	8	1,874	62	6,494	202	3,361	272	11,729
Louisiana:								
New Orleans.....	12	10,466	32	6,868	110	2,001	154	19,335
Teche.....			54	3,762	201	2,078	255	5,840
Texas:								
Sabine.....	2	210	48	50,768	23	305	73	51,283
Galveston—								
Galveston.....	2	180	56	6,704	109	1,276	167	8,160
Houston.....			22	3,640	21	279	43	3,919
Saluria.....			1	30	80	650	81	680
Corpus Christi.....			7	581	7	73	14	654
Total Atlantic and Gulf coasts.....	395	470,966	8,610	2,950,594	7,904	95,572	16,999	3,517,132
PORTO RICO.								
Porto Rico:								
Porto Rico.....	37	1,508	14	3,037	34	390	85	5,541
PACIFIC COAST.								
Arizona:								
Arizona.....	1	92					1	92
California:								
San Diego.....	26	1,422	4	5,744	1	14	31	7,180
Los Angeles.....	6	161	13	2,884	22	260	41	3,305
San Francisco.....	54	82,262	711	433,061	205	3,056	970	513,972
Humboldt.....	7	5,624	8	1,971	6	77	21	7,679

a Seagoing vessels; for vessels in river trade, see p. 179.

No. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

States and customs districts in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
PACIFIC COAST—continued.								
Oregon:								
Coos Bay.....	1	696	20	4,147	58	678	79	5,521
Yaquina.....			8	553	4	74	12	627
Astoria.....			32	9,723	69	834	101	10,557
Portland.....	3	1,931	106	33,124	32	439	141	35,494
Washington:								
Puget Sound.....	789	165,035	270	94,135	607	7,787	1,666	266,957
Alaska:								
Alaska.....	201	55,825	76	3,983	194	2,297	471	62,105
Total Pacific coast.....	1,088	313,048	1,248	580,925	1,198	15,516	3,534	918,480
HAWAII.								
Hawaii:								
Hawaii.....	3	3,719	31	14,319	6	64	40	18,102
NORTHERN LAKES.								
Vermont:								
Vermont.....			16	3,729			16	3,729
New York:								
Champlain.....			481	50,047			481	50,047
Oswegatchie.....			54	20,131			54	26,131
Cape Vincent.....			77	5,884			77	5,884
Oswego.....			42	110,040			42	110,040
Genesee.....			11	885			11	885
Niagara.....			28	75,045			28	75,045
Buffalo Creek.....			307	268,838			307	268,838
Dunkirk.....			17	822			17	822
Pennsylvania:								
Erie.....			81	78,295			81	78,295
Ohio:								
Cuyahoga.....			205	880,614			205	880,614
Sandusky.....			69	12,021			69	12,021
Miami.....			51	17,130			51	17,130
Michigan:								
Detroit.....	2	2,165	217	189,029			219	191,194
Huron.....			132	51,264			132	54,264
Superior.....			125	53,705			125	53,705
Michigan.....			272	40,220			272	40,220
Illinois:								
Chicago.....	1	419	246	99,902			247	100,321
Wisconsin:								
Milwaukee.....			332	82,072			332	82,072
Minnesota:								
Duluth.....			414	843,845			414	843,845
Total northern lakes.....	3	2,584	3,270	2,892,518			3,273	2,895,102
WESTERN RIVERS.								
Louisiana:								
New Orleans ^a			99	12,401	101	1,942	203	14,343
Mississippi:								
Natchez.....			6	1,136			6	1,136
Vicksburg.....			23	4,523	28	362	51	4,885
Tennessee:								
Memphis ^b			56	8,949	137	1,476	193	10,425
Nashville ^b			21	2,983	16	187	37	3,170
Chattanooga ^b			30	2,298	45	381	75	2,679
Kentucky:								
Paducah ^b			32	4,030	32	327	61	4,363
Louisville ^b			32	4,326	56	677	88	5,003
Missouri:								
St. Louis ^b			62	17,556	41	430	103	17,986
Kansas City ^b			11	1,042	13	180	24	1,222
St. Joseph ^b			4	138			4	138
Nebraska:								
Omaha ^b			1	128			1	128
North Dakota:								
North and South Dakota.....			25	1,834	1	17	26	1,851
Montana:								
Montana and Idaho.....			4	1,058	3	60	7	1,118

^a Vessels in river trade only; for seagoing vessels, see p. 178.^b A port in the customs district of New Orleans.

No. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

States and customs districts in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
WESTERN RIVERS—cont'd.								
Iowa:								
Sioux City a.....			16	788	7	101	23	889
Burlington a.....			13	895	34	302	47	1,197
Dubuque a.....			4	777	13	135	17	912
Minnesota:								
Minnesota.....			25	2,417	10	303	44	2,720
Wisconsin:								
La Crosse a.....			16	1,153	7	86	23	1,239
Illinois:								
Chicago—								
Galena.....			1	45	7	82	8	127
Rock Island.....			42	4,521	86	821	128	5,342
Peoria.....			9	702	7	119	16	821
Cairo.....			10	2,759	10	118	20	2,877
Indiana:								
Evansville a.....			55	5,571	95	1,031	150	6,602
Ohio:								
Cincinnati a.....			63	13,279	17	526	110	13,805
West Virginia:								
Wheeling a.....			76	11,501	111	1,138	187	12,612
Pennsylvania:								
Pittsburg.....			110	35,916	14	180	151	36,096
Total western rivers.....			876	142,735	633	10,981	1,809	153,716

SUMMARY.

Atlantic and Gulf coasts.....	305	170,066	8,610	2,050,591	7,091	95,572	16,999	3,517,132
Porto Rico.....	37	1,508	14	3,037	31	396	85	5,541
Pacific coast.....	1,088	313,018	1,248	589,925	1,198	15,516	3,534	918,489
Hawaii.....	3	3,719	31	14,319	6	61	40	18,192
Northern lakes.....	3	2,581	3,270	2,392,518	6	3,273	3,273	2,895,102
Western rivers.....			876	112,735	933	10,981	1,809	153,716
Grand total.....	1,526	791,825	14,019	6,593,728	10,165	122,529	25,740	7,508,082

a A port in the customs district of New Orleans.

No. 2.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY STATES AND TERRITORIES, JUNE 30, 1910.

States and Territories in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Maine.....	84	35,237	645	221,154	694	7,841	1,423	264,232
New Hampshire.....	2	618	25	3,278	9	110	36	3,906
Vermont.....			16	8,729			16	3,729
Massachusetts.....	66	25,013	711	294,059	480	5,550	1,266	325,522
Rhode Island.....	2	453	93	17,100	191	2,117	286	19,070
Connecticut.....	4	887	452	182,357	289	3,237	745	186,481
New York.....	107	336,789	4,504	1,848,009	1,059	12,998	5,070	2,197,856
New Jersey.....	3	4,776	400	132,464	684	8,612	1,147	146,052
Pennsylvania.....	15	28,093	757	371,071	118	2,151	880	401,345
Delaware.....	2	4,590	83	22,871	63	860	148	28,330
Maryland.....	5	2,771	761	202,334	1,031	10,491	1,767	216,099
District of Columbia.....			34	10,009	24	391	58	11,000
Virginia.....	2	1,472	361	51,357	1,072	12,715	1,435	65,544
North Carolina.....	1	412	126	9,989	604	6,833	731	17,234
South Carolina.....			71	8,503	193	2,330	264	10,893
Georgia.....	2	2,330	92	70,339	121	1,539	215	74,208
Florida.....	68	12,239	300	54,013	510	6,402	876	73,554
Alabama.....	10	1,747	88	22,563	104	1,310	202	25,629
Mississippi.....	8	1,874	91	12,153	230	3,723	329	17,750
Louisiana.....	12	10,466	185	23,031	415	6,021	612	39,518
Texas.....	4	390	134	61,723	240	2,583	378	64,696
Porto Rico.....	37	1,508	14	3,637	34	396	85	5,541
Tennessee.....			107	14,230	198	2,044	305	16,274
Kentucky.....			64	8,362	88	1,004	152	9,366
Missouri.....			77	18,736	54	610	131	19,346

NO. 2.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY STATES AND TERRITORIES, JUNE 30, 1910—Continued.

States and Territories in which documented.	Registered.		Enrolled		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Nebraska.....			1	128			1	128
North Dakota.....			25	1,831	1	17	26	1,848
Montana.....			4	1,058	3	60	7	1,118
Iowa.....			33	2,460	51	538	87	2,998
Minnesota.....			439	840,262	19	303	458	840,565
Wisconsin.....			348	83,225	7	80	355	83,311
Michigan.....	2	2,165	746	337,218			748	339,383
Illinois.....	1	419	308	107,920	110	1,140	419	109,488
Indiana.....			55	5,571	95	1,031	150	6,602
Ohio.....			481	923,044	47	526	528	923,570
West Virginia.....			76	11,504	111	1,138	187	12,642
Arizona.....	1	92					1	92
California.....	93	89,469	736	444,260	234	3,407	1,063	537,136
Oregon.....	4	2,627	166	47,547	163	2,025	333	52,190
Washington.....	780	165,035	270	94,135	607	7,787	1,656	266,957
Alaska.....	201	55,825	76	3,983	194	2,297	471	62,105
Hawaii.....	3	3,719	31	14,319	6	64	40	18,102
Total.....	1,526	791,825	14,049	6,593,728	10,165	122,529	25,740	7,508,082

NO. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

States and customs districts in which documented.	Registered.		Enrolled		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.								
Maine:								
Passamaquoddy.....	12	375	6	400	95	1,372	113	2,147
Machias.....	6	138	5	152	21	285	32	575
Frenchmans Bay.....			7	384	62	617	69	1,001
Castine.....			6	443	35	338	41	781
Bangor.....			8	2,849	2	42	10	2,891
Belfast.....			5	3,306	25	241	30	3,547
Waldoboro.....			14	3,323	79	931	93	4,254
Wiscasset.....			1	20	16	184	17	213
Bath.....	1	142	30	22,661	11	193	42	22,996
Portland and Falmouth.....	5	4,056	49	19,382	55	867	109	24,305
Saco.....			1	43			1	43
Kennebunk.....			2	177	1	28	3	205
New Hampshire:								
Portsmouth.....			6	573	4	67	10	640
Massachusetts:								
Newburyport.....			6	949	3	53	9	1,002
Gloucester.....			24	1,977	61	907	85	2,884
Salem and Beverly.....			3	182	4	47	7	229
Marblehead.....					10	103	10	103
Boston and Charlestown.....	5	8,991	118	47,613	98	1,308	191	58,212
Plymouth.....			1	73			1	73
Barnstable.....			6	182	112	941	118	1,123
Nantucket.....					5	71	5	71
Edgartown.....					35	286	35	286
New Bedford.....			11	3,271	37	395	48	3,666
Fall River.....			26	48,181	16	156	42	48,337
Rhode Island:								
Providence.....			33	7,218	61	636	94	7,854
Bristol and Warren.....			7	451	10	152	17	603
Newport.....			32	4,271	85	1,003	117	5,274
Connecticut:								
Stonington.....			13	1,466	33	373	46	1,839
New London.....	1	310	46	50,510	21	735	68	51,145
Hartford.....			20	11,051	7	123	27	11,174
New Haven.....			57	10,101	52	702	109	10,803
Bridgeport.....			19	5,958	50	756	108	6,714
New York:								
New York.....	67	315,336	1,023	592,395	409	6,442	1,499	914,173
Albany.....			96	17,098	34	735	130	17,833
Patchogue.....			21	770	180	1,984	201	2,754
Port Jefferson.....			1	57	3	41	4	98
Cold Spring.....			10	998	27	200	37	1,288
Sag Harbor:								
Sag Harbor.....			3	1,835	3	30	6	1,871
Greenport.....			41	4,321	72	755	113	5,076

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

States and customs districts in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
ATLANTIC AND GULF COASTS—continued.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
New Jersey:								
Newark.....			31	5,255	28	538	59	5,793
Perth Amboy.....	2	4,208	48	10,948	25	360	75	15,516
Little Egg Harbor.....					13	114	13	114
Great Egg Harbor.....			11	1,216	144	1,581	155	2,797
Bridgeton.....			4	150	23	288	27	438
Burlington.....			8	1,515	1	31	9	1,546
Pennsylvania:								
Philadelphia.....	4	23,616	207	70,199	75	1,498	286	104,313
Delaware:								
Wilmington.....	2	4,590	35	7,402	15	243	52	12,334
Maryland:								
Baltimore.....			175	119,716	96	1,607	271	121,323
Annapolis.....			2	82	19	175	21	257
Eastern Maryland.....			3	115	31	338	34	453
District of Columbia:								
Georgetown.....			18	9,367	18	330	36	9,697
Virginia:								
Alexandria.....					7	106	7	106
Tappahannock.....			33	4,961	26	325	59	5,286
Richmond.....			9	1,628	10	150	19	1,778
Petersburg.....			2	417			2	417
Newport News.....			15	2,463	51	795	66	3,259
Norfolk and Portsmouth.....			58	9,945	101	2,317	219	12,262
Cherrystone—								
Cape Charles.....			14	2,916	33	414	47	3,330
Chincoteague.....			1	25	13	124	14	149
North Carolina:								
Albemarle.....			17	3,106	60	771	77	3,877
Pamlico.....			22	1,318	32	685	74	2,003
Beaufort.....			5	174	61	721	66	895
Wilmington.....			24	1,049	18	254	42	2,203
South Carolina:								
Georgetown.....			20	2,321	21	256	41	2,577
Charleston.....			20	2,436	66	630	86	3,375
Beaufort.....			7	954	8	104	15	1,058
Georgia:								
Savannah.....			34	47,721	13	258	47	47,979
Brunswick.....	2	2,330	29	16,105	24	283	55	18,718
St. Marys.....			1	140	3	18	4	107
Florida:								
Fernandina.....			3	295	1	14	4	309
Jacksonville.....	10	2,034	27	3,261	65	1,015	102	6,310
St. Augustine.....			12	1,050	40	408	52	1,458
Key West.....	9	2,293	13	1,469	56	688	78	4,450
Tampa.....	3	2,566	19	5,001	42	572	64	8,169
St. Marks.....			7	483	10	172	17	655
Apalachicola.....			18	1,760	18	214	36	1,980
Pensacola.....			22	2,242	17	329	39	2,571
Alabama:								
Mobile.....	4	437	45	6,254	33	545	82	7,236
Mississippi:								
Pearl River.....	2	150	17	3,153	26	490	45	3,793
Louisiana:								
New Orleans a.....	10	10,020	9	4,764			19	14,784
Teche.....			48	2,964	103	1,334	151	4,298
Texas:								
Sabine.....	1	119	19	30,622	17	231	37	30,972
Galveston—								
Galveston.....	2	180	21	1,835	76	936	99	2,051
Houston.....			11	825	21	279	32	1,104
Saluria.....					29	276	29	276
Corpus Christi.....			4	150	5	54	9	504
Total Atlantic and Gulf coasts.....	148	381,939	2,935	1,265,033	3,487	46,951	6,570	1,693,923
PORTO RICO.								
Porto Rico:								
Porto Rico.....	1	80	9	1,899	3	31	13	2,010
PACIFIC COAST.								
Arizona:								
Arizona.....	1	92					1	92

a Seagoing vessels; for vessels in river trade, see p. 183.

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued

States and customs districts in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
PACIFIC COAST—continued								
California:								
San Diego.....	13	747	3	5,291	1	14	17	6,052
Los Angeles.....	6	161	13	2,884	22	260	41	3,305
San Francisco.....	29	69,577	347	267,361	183	2,725	559	339,663
Humboldt.....			5	1,147	6	77	11	1,224
Oregon:								
Coos Bay.....			18	3,701	58	678	76	4,379
Yaquina.....			7	456	4	74	11	530
Astoria.....			22	1,941	68	814	90	2,755
Portland.....			98	27,374	30	410	128	28,284
Washington:								
Puget Sound.....	184	71,493	172	46,094	488	6,600	844	124,187
Alaska:								
Alaska.....	112	30,301	25	2,103	141	1,664	278	34,071
Total Pacific coast....	345	172,374	710	358,852	1,001	13,316	2,056	544,542
HAWAII.								
Hawaii:								
Hawaii.....			24	10,585	5	51	29	10,636
NORTHERN LAKES.								
Vermont:								
Vermont.....			8	2,901			8	2,901
New York:								
Champlain.....			15	944			15	944
Oswegatchie.....			33	18,695			33	18,695
Cape Vincent.....			34	1,590			34	1,590
Oswego.....			39	109,014			39	109,014
Genesee.....			11	885			11	885
Niagara.....			22	70,432			22	70,432
Buffalo Creek.....			224	240,285			224	240,285
Dunkirk.....			16	466			16	466
Pennsylvania:								
Erie.....			77	76,529			77	76,529
Ohio:								
Cuyahoga.....			259	833,044			259	833,044
Sandusky.....			62	7,032			62	7,032
Miami.....			39	13,017			39	13,017
Michigan:								
Detroit.....	2	2,165	117	149,104			119	151,269
Huron.....			79	33,226			79	33,226
Superior.....			94	47,471			94	47,471
Michigan.....			249	38,805			249	38,805
Illinois:								
Chicago.....	1	419	206	83,072			207	83,491
Wisconsin:								
Milwaukee.....			236	60,666			236	60,666
Minnesota:								
Duluth.....			284	717,806			284	717,806
Total northern lakes....	3	2,584	2,104	2,505,885			2,107	2,508,469
WESTERN RIVERS.								
Louisiana:								
New Orleans ^a			99	12,401	104	1,942	203	14,343
Mississippi:								
Natchez.....			6	1,136			6	1,136
Vicksburg.....			21	4,447	27	354	48	4,801
Tennessee:								
Memphis ^b			56	8,649	137	1,476	193	10,425
Nashville ^b			21	2,383	16	187	37	3,170
Chatanooga ^b			24	2,031	34	274	58	2,305
Kentucky:								
Paducah ^b			29	3,626	32	327	61	3,953
Louisville ^b			29	4,218	55	603	84	4,831
Missouri:								
St. Louis ^b			58	16,100	41	430	99	10,539
Kansas City ^b			11	1,042	13	180	24	1,222
St. Joseph ^b			4	138			4	138
Nebraska:								
Omaha ^b			1	128			1	128
North Dakota:								
North and South Dakota.....			7	483	1	17	8	500
Montana:								
Montana and Idaho.....			4	1,058	3	60	7	1,118

^a Vessels in river trade only; for seagoing vessels, see p. 182.^b A port in the customs district of New Orleans.

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

States and customs districts in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
WESTERN RIVERS—continued.								
Iowa:								
Sioux City ^a			16	788	7	101	23	889
Burlington ^a			10	687	28	233	38	920
Dubuque ^a			3	624	12	129	15	753
Minnesota:								
Minnesota.....			17	1,607	17	289	34	1,896
Wisconsin:								
La Crosse ^a			11	776	6	71	17	847
Illinois:								
Chicago—								
Galena.....			1	45	4	46	5	91
Rock Island.....			28	3,435	82	772	110	4,207
Peoria.....			9	702	7	119	16	821
Cairo.....			8	1,612	10	118	18	1,730
Indiana:								
Evansville ^a			50	4,940	94	1,018	144	5,957
Ohio:								
Cincinnati ^a			63	13,279	47	526	110	13,805
West Virginia:								
Wheeling ^a			65	9,865	101	1,002	166	10,867
Pennsylvania:								
Pittsburg.....			134	33,159	11	180	145	33,339
Total western rivers.....			785	130,267	892	10,514	1,677	140,781

SUMMARY.

Atlantic and Gulf coasts.....	148	381,939	2,935	1,265,033	3,487	46,951	6,570	1,693,923
Porto Rico.....	1	80	9	1,899	3	31	13	2,010
Pacific coast.....	345	172,374	710	358,852	1,001	13,316	2,056	544,542
Hawaii.....			24	10,585	5	51	29	10,636
Northern lakes.....	3	2,584	2,104	2,505,885			2,107	2,508,469
Western rivers.....			785	130,267	892	10,514	1,677	140,781
Grand total.....	497	556,977	6,567	4,272,521	5,388	70,863	12,452	4,900,861

^a A port in the customs district of New Orleans.

No. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

States and customs districts in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.								
Maine:								
Bangor.....			2	2,300			2	2,300
Belfast.....			4	5,262			4	5,262
Waldoboro.....			9	8,086			9	8,086
Bath.....	4	12,582	7	14,469			11	27,048
Portland and Falmouth.....	1	3,826	8	13,674			9	17,500
Massachusetts:								
Salem and Beverly.....					1	19	1	19
Marblehead.....			2	1,270			2	1,270
Boston and Charlestown.....	6	9,479	22	32,822			28	42,301
New Bedford.....			1	652			1	652
Fall River.....			12	32,962			12	32,962
Rhode Island:								
Providence.....			3	3,945			3	3,945
Bristol and Warren.....			1	257			1	257
Newport.....			1	332			1	332
Connecticut:								
New London.....			19	42,727			19	42,727
Hartford.....			7	6,012			7	6,012
New Haven.....			23	7,925			23	7,925
Bridgeport.....					1	16	1	16
New York:								
New York—								
New York.....	82	328,193	426	519,401	2	34	510	847,628
Albany.....			21	5,735	3	80	24	5,815
Sag Harbor—								
Sag Harbor.....			1	1,205			1	1,205

No. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

States and customs districts in which documented.	Registered		Enrolled.		Licensed under 20 tons		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS— continued.								
New Jersey:								
Newark.....			3	962			3	962
Perth Amboy.....	2	4,208	31	16,519			33	20,727
Great Egg Harbor.....			2	789			2	789
Bridgeton.....			1	48			1	48
Burlington.....			5	1,322			5	1,322
Pennsylvania.....								
Philadelphia.....	5	23,954	137	84,024	9	282	151	108,260
Delaware.....								
Delaware.....	2	4,500	16	5,405	1	25	19	10,029
Maryland:								
Baltimore.....	1	134	98	109,105	3	88	102	109,987
District of Columbia:								
Georgetown.....			10	7,373			10	7,373
Virginia.....								
Richmond.....			4	1,258			4	1,258
Petersburg.....			1	319			1	319
Newport News.....			8	3,230			8	3,230
Norfolk and Portsmouth.....			13	4,621	2	52	15	4,673
Cherrystone— Cape Charles.....			10	8,861			10	8,861
North Carolina:								
Albemarle.....			4	1,883	1	20	5	1,903
Pamlico.....			1	38			1	38
Wilmington.....			6	819	1	17	7	836
South Carolina:								
Georgetown.....			5	977			5	977
Charleston.....			6	973	1	39	7	1,012
Beaufort.....			1	150			1	150
Georgia:								
Savannah.....			19	45,399			19	45,399
Brunswick.....	2	2,330	8	13,636			10	15,966
Florida:								
Pennandina.....			1	115			1	115
Jacksonville.....	3	1,346	4	516			7	1,862
St. Augustine.....			2	350			2	350
Key West.....	2	2,075	2	297			4	2,372
Tampa.....	2	2,502	5	3,611			7	6,113
St. Marks.....			2	131			2	134
Pensacola.....			7	1,071	1	23	8	1,094
Alabama:								
Mobile.....	2	559	7	1,686			9	2,245
Mississippi:								
Pearl River.....	1	424	2	985			3	1,409
Louisiana:								
New Orleans.....	6	9,866	9	4,764			15	14,630
Texas:								
Sabine.....			21	40,564	1	17	22	40,581
Galveston— Galveston.....	1	92	7	1,119			8	1,211
Houston.....			2	361			2	364
Corpus Christi.....			3	217			3	217
Total Atlantic and Gulf coasts.....	122	406,520	1,032	1,003,817	27	711	1,181	1,471,057
PORTO RICO.								
Porto Rico:								
Porto Rico.....			7	1,647			7	1,647
PACIFIC COAST.								
Arizona:								
Arizona.....	1	92					1	92
California:								
San Diego.....	1	132	1	4,408			2	4,540
Los Angeles.....			1	481			1	484
San Francisco.....	20	71,069	88	173,421	2	48	110	245,168
Oregon:								
Coos Bay.....			1	2,009			1	2,009
Portland.....			3	1,743			3	1,743
Washington:								
Puget Sound.....	27	45,416	13	23,362			40	68,778
Alaska:								
Alaska.....	7	2,537			1	9	8	2,546
Total Pacific coast.....	56	119,876	107	205,427	3	57	166	325,360

a Seagoing vessels; for vessels in river trade, see p. 186.

No. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

States and customs districts in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
HAWAII.								
Hawaii.....	1	2,842	8	5,228			9	8,070
NORTHERN LAKES.								
Vermont:								
Vermont.....			3	2,829			3	2,829
New York:								
Champlain.....			5	590			5	590
Oswegatchie.....			5	879			5	879
Cape Vincent.....			2	88			2	88
Oswego.....			23	108,453			23	108,453
Niagara.....			8	58,135			8	58,135
Buffalo Creek.....			117	209,699			117	209,699
Pennsylvania:								
Erie.....			22	59,681			22	59,681
Ohio:								
Cuyahoga.....			182	788,677			182	788,677
Sandusky.....			9	2,115			9	2,115
Miami.....			8	8,431			8	8,431
Michigan:								
Detroit.....	2	2,165	78	138,250			80	140,415
Huron.....			5	8,338			5	8,338
Superior.....			17	41,020			17	41,020
Michigan.....			20	19,813			20	19,813
Illinois:								
Chicago.....	1	419	27	38,215			28	38,634
Wisconsin:								
Milwaukee.....			26	20,570			26	20,570
Minnesota:								
Duluth.....			206	771,409			206	771,409
Total northern lakes...	3	2,584	763	2,287,101			766	2,289,685
WESTERN RIVERS.								
Louisiana:								
New Orleans ^a			21	5,702	4	130	25	5,842
Mississippi:								
Natchez.....			3	422			3	422
Vicksburg.....			3	2,280			3	2,280
Tennessee:								
Memphis ^b			5	1,771	5	58	10	1,829
Missouri:								
St. Louis ^b			10	4,102	2	37	12	4,139
Kansas City ^b			2	508			2	508
St. Joseph ^b			1	30			1	30
Minnesota:								
Minnesota.....			1	121			1	121
Wisconsin:								
La Crosse ^b					1	10	1	10
Illinois:								
Chicago—								
Rock Island.....					2	14	2	14
Calo.....			1	58	1	22	2	80
Indiana:								
Evansville ^b					3	57	3	57
Ohio:								
Cincinnati ^b			1	409			1	469
West Virginia:								
Wheeling ^b			2	2,693	2	15	4	2,708
Pennsylvania:								
Pittsburg.....			13	3,135	1	34	14	3,169
Total western rivers...			63	21,291	21	377	84	21,668

SUMMARY.

Atlantic and Gulf coasts.....	122	406,529	1,032	1,063,817	27	711	1,181	1,471,057
Porto Rico.....			7	1,647			7	1,647
Pacific coast.....	56	119,876	107	205,427	3	57	166	325,360
Hawaii.....	1	2,842	8	5,228			9	8,070
Northern lakes.....	3	2,584	763	2,287,101			766	2,289,685
Western rivers.....			63	21,291	21	377	84	21,668
Grand total.....	182	531,831	1,980	3,584,511	51	1,145	2,218	4,117,487

^a Vessels in river trade only; for seagoing vessels, see p. 185.

^b A port in the customs district of New Orleans.

NO. 5.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM METAL VESSELS
OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

States and customs districts in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.								
MAINE:								
Bangor.....			2	2,300			2	2,300
Belfast.....			2	2,788			2	2,788
Waldoboro.....			2	409			2	409
Bath.....			7	14,466			7	14,466
Portland and Falmouth..	1	3,826	8	13,674			9	17,500
MASSACHUSETTS:								
Salem and Beverly.....					1	19	1	19
Boston and Charlestown..	4	8,743	15	25,712			22	34,455
New Bedford.....			1	652			1	652
Fall River.....			12	32,982			12	32,982
RHODE ISLAND:								
Providence.....			2	2,650			2	2,650
Bristol and Warren.....			1	257			1	257
Newport.....			1	332			1	332
CONNECTICUT:								
New London.....			19	42,727			19	42,727
Hartford.....			7	6,912			7	6,912
New Haven.....			21	6,017			21	6,017
Bridgeport.....					1	15	1	15
NEW YORK:								
New York—								
New York.....	60	313,037	370	409,606	2	34	432	783,277
Albany.....			21	5,735	3	80	24	5,815
Sag Harbor—								
Sag Harbor.....			1	1,205			1	1,205
NEW JERSEY:								
Newark.....			3	962			3	962
Perth Amboy.....	2	4,208	20	5,465			22	9,663
Great Egg Harbor.....			2	789			2	789
Bridgeton.....			1	48			1	48
Burlington.....			4	1,036			4	1,036
PENNSYLVANIA:								
Philadelphia.....	4	23,616	117	67,467	9	282	130	91,355
DELAWARE:								
Delaware.....	2	4,599	15	5,141	1	25	18	9,765
MARYLAND:								
Baltimore.....			94	105,584	3	88	97	105,672
DISTRICT OF COLUMBIA:								
Georgetown.....			10	7,373			10	7,373
VIRGINIA:								
Richmond.....			4	1,258			4	1,258
Petersburg.....			1	319			1	319
Newport News.....			6	1,682			6	1,682
Norfolk and Portsmouth			12	4,381	2	52	14	4,433
Cherry Stone—								
Cape Charles.....			5	1,788			5	1,788
NORTH CAROLINA:								
Albemarle.....			4	1,883	1	20	5	1,903
Pamlico.....			1	38			1	38
Wilmington.....			6	849	1	17	7	866
SOUTH CAROLINA:								
Georgetown.....			5	977			5	977
Charleston.....			6	973	1	39	7	1,012
Beaufort.....			1	150			1	150
GEORGIA:								
Savannah.....			19	45,399			19	45,399
Brunswick.....	2	2,330	8	13,636			10	15,966
FLORIDA:								
Fernandina.....			1	115			1	115
Jacksonville.....	3	1,340	4	515			7	1,855
St. Augustine.....			2	350			2	350
Key West.....	2	2,075	2	297			4	2,372
Tampa.....	2	2,562	5	3,611			7	6,173
St. Marks.....			1	41			1	41
Pensacola.....			6	972	1	23	7	995
ALABAMA:								
Mobile.....	1	194	6	1,228			7	1,422
MISSISSIPPI:								
Pearl River.....			2	985			2	985
LOUISIANA:								
New Orleans ^a	6	9,896	9	4,764			15	14,660
TEXAS:								
Sabine.....			12	30,283	1	17	13	30,300
Galveston—								
Galveston.....	1	92	7	1,119			8	1,211
Houston.....			2	364			2	364

^a Seagoing vessels; for vessels in river trade, see p. 138.

No. 5.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

States and customs districts in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS— continued.								
Texas—Continued. Corpus Christi.....	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
			3	217			3	217
Total Atlantic and Gulf coasts.....	90	377,094	901	910,444	27	711	1,018	1,318,249
PORTO RICO.								
Porto Rico: Porto Rico.....			7	1,647			7	1,647
PACIFIC COAST.								
Arizona: Arizona.....	1	92					1	92
California: San Diego.....	1	132	1	4,408			2	4,540
Los Angeles.....			1	484			1	484
San Francisco.....	17	65,907	64	137,164	2	48	83	203,119
Oregon: Coos Bay.....			1	2,009			1	2,009
Portland.....			3	1,743			3	1,743
Washington: Puget Sound.....	27	45,416	10	10,431			37	64,847
Alaska: Alaska.....	4	1,388			1	9	5	1,397
Total Pacific coast.....	50	112,935	80	165,239	3	57	133	278,231
HAWAII								
Hawaii: Hawaii.....			8	5,228			8	5,228
NORTHERN LAKES.								
Vermont: Vermont.....			3	2,829			3	2,829
New York: Champlain.....			5	500			5	500
Oswego.....			4	360			4	360
Cape Vincent.....			2	88			2	88
Oswego.....			23	108,453			23	108,453
Niagara.....			8	58,135			8	58,135
Buffalo Creek.....			102	203,021			102	203,021
Pennsylvania: Erie.....			21	50,350			21	50,350
Ohio: Cuyahoga.....			171	763,617			171	763,617
Sandusky.....			7	1,256			7	1,256
Miami.....			8	8,431			8	8,431
Michigan: Detroit.....	2	2,165	53	120,255			55	122,420
Eaton.....			5	8,338			5	8,338
Superior.....			17	41,929			17	41,929
Michigan.....			20	19,813			20	19,813
Illinois: Chicago.....	1	419	27	38,215			28	38,634
Wisconsin: Milwaukee.....			19	26,002			19	26,002
Minnesota: Duluth.....			171	682,600			171	682,600
Total northern lakes....	3	2,581	660	2,143,381			663	2,145,965
WESTERN RIVERS.								
Louisiana: New Orleans ^a			21	5,702	4	130	25	5,832
Mississippi: Natchez.....			3	422			3	422
Vicksburg.....			3	2,280			3	2,280
Tennessee: Memphis ^b			5	1,771	5	58	10	1,829
Missouri: St. Louis ^b			9	2,940	2	37	11	2,977
Kansas City ^b			2	508			2	508
St. Joseph ^b			1	30			1	30

^a Vessels in river trade only, for seagoing vessels, see p. 187.^b A port in the customs district of New Orleans.

No. 5.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

States and customs districts in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
WESTERN RIVERS—continued.								
Minnesota:			1	121			1	121
Minnesota.....								
Wisconsin:					1	10	1	10
La Crosse.....								
Illinois:								
Chicago—								
Rock Island.....					2	14	2	14
Cano.....			1	58	1	22	2	80
Indiana:					3	57	3	57
Evansville.....								
Ohio:			1	409			1	409
Cincinnati.....								
West Virginia:			2	2,693	2	15	4	2,708
Wheeling.....								
Pennsylvania:			13	3,135	1	31	14	3,169
Pittsburg.....								
Total western rivers.....			62	20,129	21	377	83	20,506

SUMMARY.

Atlantic and Gulf coasts.....	90	377,094	901	940,444	27	711	1,018	1,318,249
Porto Rico.....			7	1,647			7	1,647
Pacific coast.....	50	112,935	80	105,239	3	57	133	278,321
Hawaii.....			8	5,228			8	5,228
Northern lakes.....	3	2,584	666	2,143,381			669	2,145,965
Western rivers.....			62	20,129	21	377	83	20,506
Grand total.....	143	492,613	1,724	3,276,068	51	1,145	1,918	3,769,826

a A port in the customs district of New Orleans.

No. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

States and customs districts in which documented.	Sailing vessels.		Steam vessels.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.								
Maine:								
Bangor.....			2	2,300			2	2,300
Belfast.....			2	2,798	2	2,464	4	5,262
Waldoboro.....	7	7,677	2	409			9	8,086
Bath.....	4	12,582	7	14,466			11	27,048
Portland and Falmouth.....			9	17,500			9	17,500
Massachusetts:								
Salem and Beverly.....			1	19			1	19
Marblehead.....	1	43			1	1,227	2	1,270
Boston and Charlestown.....	3	4,444	23	34,455	3	3,402	28	42,901
New Bedford.....			1	652			1	652
Fall River.....			12	32,982			12	32,982
Rhode Island:								
Providence.....			2	2,650	1	1,295	3	3,945
Bristol and Warren.....			1	257			1	257
Newport.....			1	332			1	332
Connecticut:								
New London.....			19	42,727			19	42,727
Hartford.....			7	6,912			7	6,912
New Haven.....			21	6,017	2	1,908	23	7,925
Bridgeport.....			1	15			1	15
New York:								
New York—								
New York.....	28	45,237	432	783,277	50	10,114	510	847,628
Albany.....			24	5,815			24	5,815
Sag Harbor—								
Sag Harbor.....			1	1,205			1	1,205
New Jersey:								
Newark.....			3	962			3	962
Perth Amboy.....	10	9,717	22	9,663	1	1,347	33	20,727
Great Egg Harbor.....			2	789			2	789

No. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

States and customs districts in which documented.	Sailing vessels.		Steam vessels.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS—continued.								
New Jersey—Continued								
Bridgeton.....			1	48			1	48
Burlington.....			1	1,030	1	280	5	1,322
Pennsylvania:								
Philadelphia.....	7	6,916	130	91,355	14	9,989	151	108,260
Delaware:								
Delaware.....			18	9,765	1	264	19	10,029
Maryland:								
Baltimore.....	2	3,132	97	105,672	3	1,183	102	109,987
District of Columbia:								
Georgetown.....			10	7,373			10	7,373
Virginia:								
Richmond.....			4	1,258			4	1,258
Petersburg.....			1	319			1	319
Newport News.....			6	1,682	2	1,548	8	3,230
Norfolk and Portsmouth.....			14	4,433	1	240	15	4,673
Cherry Stone—								
Cape Charles.....			5	1,788	5	7,073	10	8,861
North Carolina:								
Albemarle.....			5	1,903			5	1,903
Pamlico.....			1	38			1	38
Wilmington.....			7	866			7	866
South Carolina:								
Georgetown.....			5	977			5	977
Charleston.....			7	1,012			7	1,012
Beaufort.....			1	150			1	150
Georgia:								
Savannah.....			19	45,399			19	45,399
Brunswick.....			10	15,966			10	15,966
Florida:								
Fernandina.....			1	115			1	115
Jacksonville.....			7	1,862			7	1,862
St. Augustine.....			2	350			2	350
Key West.....			4	2,372			4	2,372
Tampa.....			7	6,173			7	6,173
St. Marks.....			1	41	1	93	2	134
Pensacola.....			7	995	1	90	8	1,084
Alabama:								
Mobile.....	2	823	7	1,422			9	2,245
Mississippi:								
Pearl River.....	1	424	2	985			3	1,409
Louisiana:								
New Orleans.....			15	14,630			15	14,630
Texas:								
Sabine.....	9	10,281	13	30,300			22	40,581
Galveston—								
Galveston.....			8	1,211			8	1,211
Houston.....			2	364			2	364
Corpus Christi.....			3	217			3	217
Total Atlantic and Gulf coasts.....	74	101,276	1,018	1,318,249	89	51,532	1,181	1,471,057
PORTO RICO.								
Porto Rico:								
Porto Rico.....			7	1,647			7	1,647
PACIFIC COAST.								
Arizona:								
Arizona.....			1	92			1	92
California:								
San Diego.....			2	4,540			2	4,540
Los Angeles.....			1	484			1	484
San Francisco.....	26	40,630	83	203,119	1	1,419	110	245,168
Oregon:								
Coos Bay.....			1	2,009			1	2,009
Portland.....			3	1,743			3	1,743
Washington:								
Puget Sound.....	3	3,931	37	64,847			40	68,778
Alaska:								
Alaska.....			5	1,397	3	1,149	8	2,546
Total Pacific coast.....	29	44,561	133	278,231	4	2,568	166	325,360

a Seagoing vessels; for vessels in river trade, see p. 191.

No. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

States and customs districts in which documented.	Sailing vessels.		Steam vessels.		Barges.		Total.	
	No. 1	Tons. 2,842	No. 8	Tons. 5,228	No.	Tons.	No. 9	Tons. 8,070
HAWAII.								
Hawaii.....								
NORTHERN LAKES.								
Vermont:								
Vermont.....			3	2,820			3	2,820
New York:								
Champlain.....			5	590			5	590
Oswegatchie.....			4	369	1	510	5	879
Cape Vincent.....			2	88			2	88
Oswego.....			23	108,453			23	108,453
Niagara.....			8	58,135			8	58,135
Buffalo Creek.....			102	203,021	15	6,678	117	209,699
Pennsylvania:								
Erie.....			21	59,350	1	331	22	59,681
Ohio:								
Cuyahoga.....	9	21,113	171	763,617	2	3,947	182	788,677
Sandusky.....			7	1,256	2	859	9	2,115
Miami.....			8	8,431			8	8,431
Michigan:								
Detroit.....	1	3,265	55	122,420	24	14,730	80	140,415
Huron.....			5	8,338			5	8,338
Superior.....			17	41,929			17	41,929
Michigan.....			20	19,813			20	19,813
Illinois:								
Chicago.....			28	38,634			28	38,634
Wisconsin:								
Milwaukee.....			19	26,002	7	3,568	26	29,570
Minnesota:								
Duluth.....	22	76,724	171	682,690	13	11,995	206	771,409
Total northern lakes.....	32	101,102	669	2,145,965	65	42,618	766	2,289,685
WESTERN RIVERS.								
Louisiana:								
New Orleans ^a			25	5,832			25	5,832
Mississippi:								
Natchez.....			3	422			3	422
Vicksburg.....			3	2,280			3	2,280
Tennessee:								
Memphis ^b			10	1,829			10	1,829
Missouri:								
St. Louis ^b			11	2,977	1	1,162	12	4,139
Kansas City ^b			2	508			2	508
St. Joseph ^b			1	30			1	30
Minnesota:								
Minnesota.....			1	121			1	121
Wisconsin:								
La Crosse ^b			1	10			1	10
Illinois:								
Chicago—								
Rock Island.....			2	14			2	14
Cairo.....			2	80			2	80
Indiana:								
Evansville ^b			3	57			3	57
Ohio:								
Cincinnati ^b			1	469			1	469
West Virginia:								
Wheeling ^b			4	2,708			4	2,708
Pennsylvania:								
Pittsburg.....			14	3,169			14	3,169
Total western rivers.....			83	20,506	1	1,162	84	21,668

SUMMARY.

Atlantic and Gulf coasts.....	74	101,276	1,018	1,318,249	89	51,532	1,181	1,471,057
Porto Rico.....			7	1,647			7	1,647
Pacific coast.....	29	44,561	133	278,231	4	2,568	166	325,360
Hawaii.....	1	2,842	8	5,228			9	8,070
Northern lakes.....	32	101,102	669	2,145,965	65	42,618	766	2,289,685
Western rivers.....			83	20,506	1	1,162	84	21,668
Grand total.....	186	249,781	1,918	3,769,826	159	97,880	2,213	4,117,487

^a Vessels in river trade only; for seagoing vessels, see p. 190.^b A port in the customs district of New Orleans.

No. 7.—NUMBER AND GROSS TONNAGE OF EACH CLASS OF DOCUMENTED WOODEN AND METAL VESSELS OF THE UNITED STATES, JUNE 30, 1910.

Class and material.	Registered.		Enrolled.		Licensed.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Wooden vessels.								
Sailing.....	354	125,303	3,841	1,230,325	4,616	40,864	8,811	1,405,692
Steam.....	354	64,304	4,843	936,453	5,337	69,718	10,534	1,130,535
Canal.....			674	74,068			674	74,068
Barge.....	636	70,327	2,711	708,171	161	1,802	3,508	780,300
Total.....	1,344	259,994	12,069	3,009,217	10,114	121,384	23,527	3,390,595
Metal vessels:								
Sailing.....	18	33,574	118	216,207			136	249,781
Steam.....	143	402,013	1,724	3,270,068	51	1,145	1,918	3,769,826
Barge.....	21	5,044	138	92,236			159	97,880
Total.....	182	531,831	1,980	3,584,511	51	1,145	2,213	4,117,487
Grand total.....	1,526	791,825	14,049	6,593,728	10,165	122,529	25,740	7,508,082

No. 8.—BALANCE SHEET OF TONNAGE ACCOUNTS, SHOWING THE INCREASE AND DECREASE IN DOCUMENTED VESSELS, JUNE 30, 1910.

	Registered.		Enrolled.		Licensed.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
DEBIT.								
Tonnage built.....	74	25,807	608	308,150	679	7,421	1,361	342,068
Renationalized, act March 3, 1897.....			1	9	1	17	2	26
Purchased from United States.....			2	503			2	503
Rebuilt.....	27	5,705	162	48,017	388	4,829	577	58,251
Redocumented.....	3	729	32	12,916	78	910	133	14,555
From yachting.....	2	3,552	22	1,321	12	209	36	5,082
Trade changed.....	775	587,328	793	672,015	31	641	1,599	1,259,984
Total.....	881	623,311	1,640	1,043,231	1,189	13,927	3,710	1,680,469
CREDIT.								
Lost.....	38	13,003	227	111,027	124	1,698	389	125,788
Abandoned.....	28	5,479	280	39,017	325	3,589	633	48,085
Sold to aliens.....	71	16,636	32	8,966	2	22	105	25,624
Sold to United States.....	1	412	6	16,901			7	17,313
Exempt, act April 18, 1874.....			164	22,752	2	21	166	22,773
Net under 5 tons, act March 2, 1895.....			2	17	32	220	34	237
Transferred to inland waters.....			1	103	2	31	3	139
Sold to State.....			1	38	1	8	2	46
Confiscated by Canada.....			1	25			1	25
Rebuilt.....	28	10,379	169	40,562	380	4,242	577	55,183
Laid up, undocumented.....	3	460	17	3,333	49	583	69	4,376
To yachting.....	0	42	14	976	50	551	67	1,509
Trade changed.....	816	672,520	743	586,834	40	630	1,599	1,259,984
Net increase.....	-107	-95,680	-23	212,675	182	2,332	62	119,327
Total.....	881	623,311	1,640	1,043,231	1,189	13,927	3,710	1,680,469

This balance sheet shows that the registered tonnage of the United States has DECREASED 95,680 and the enrolled and licensed tonnage has INCREASED 215,007. The increase and decrease (—) are distributed among the several kinds of documents as follows:

Documents.	Number.	Tons.
Registers.....	-107	-95,680
Enrollments.....	-23	212,675
Licenses.....	182	2,332
Net increase.....	62	119,327

No. 9.—BALANCE SHEET OF TONNAGE ACCOUNTS, SHOWING THE INCREASE AND DECREASE IN EACH CLASS OF VESSELS, JUNE 30, 1910.

	Sailing.		Steam.		Canal.		Bargo.		Total.	
DEBIT.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Tonnage built.....	127	19,358	936	257,993	50	5,720	248	58,997	1,361	342,068
Renationalized, act March 3, 1897.....			2	26					2	26
Purchased from United States.....			2	503					2	503
Rebuilt.....	51	11,725	513	43,954			13	2,572	577	58,251
Redocumented.....	30	2,202	75	6,148	5	577	23	5,628	133	14,555
From yachting.....	6	174	30	4,908					36	5,082
Total.....	214	33,459	1,558	313,532	55	6,297	284	67,197	2,111	420,485
CREDIT.										
Lost.....	179	52,723	190	68,295	9	929	11	3,841	389	125,788
Abandoned.....	320	14,299	217	23,623	14	1,493	79	8,971	630	48,065
Sold to aliens.....	31	5,938	34	11,790			40	7,896	105	25,624
Sold to United States..			7	17,313					7	17,313
Sold to State.....	1	38	1	8					2	46
Exempt, act April 18, 1874.....					103	10,758	63	12,015	166	22,773
Net under 5 tons, act March 2, 1895.....	27	186	7	51					34	237
Transferred to inland waters.....	1	19	2	120					3	139
Confiscated by Canada..			1	25					1	25
Rebuilt.....	307	14,173	199	37,311			11	3,999	577	55,183
Laid up undocumented	31	1,532	35	2,445			3	399	69	4,376
To yachting.....	13	154	54	1,415					67	1,569
Net increase.....	-765	-55,608	811	151,137	-71	-6,883	77	30,676	52	119,327
Total.....	214	33,459	1,558	313,532	55	6,297	284	67,197	2,111	420,485

This balance sheet shows that the documented tonnage of the United States has INCREASED 119,327 and the number of vessels has INCREASED 52 during the year ended June 30, 1910. The increase and decrease (—) are distributed among the several classes of vessels as follows:

Class.	Number.	Tons.
Sailing.....	-765	-55,603
Steam.....	811	151,137
Canal.....	-71	-6,883
Bargo.....	77	30,676
Net increase.....	52	119,327

No. 10.—DOCUMENTED SAILING AND STEAM TONNAGE CONSTITUTING

Year ended—	Registered vessels.						Enrolled vessels.					
	Sailing. ^a		Steam.		Total.		Sailing. ^b		Steam.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Dec. 31—												
1789.		123, 893				123, 893		77, 000				77, 000
1790.		340, 254				340, 254		132, 123				132, 123
1791.		363, 110				363, 110		139, 030				139, 030
1792.		411, 438				411, 438		153, 019				153, 019
1793.		367, 734				367, 734		143, 827				143, 827
1794.		438, 863				438, 863		167, 228				167, 228
1795.		529, 471				529, 471		192, 816				192, 816
1796.		570, 733				570, 733		226, 297				226, 297
1797.		597, 777				597, 777		248, 587				248, 587
1798.		603, 370				603, 370		268, 581				268, 581
1799.		662, 197				662, 197		245, 420				245, 420
1800.		669, 621				669, 621		268, 254				268, 254
1801.		632, 907				632, 907		273, 271				273, 271
1802.		660, 381				660, 381		294, 111				294, 111
1803.		597, 157				597, 157		313, 235				313, 235
1804.		672, 530				672, 530		330, 251				330, 251
1805.		749, 341				749, 341		350, 743				350, 743
1806.		808, 285				808, 285		361, 059				361, 059
1807.		818, 307				818, 307		379, 787				379, 787
1808.		769, 054				769, 054		432, 000				432, 000
1809.		910, 050				910, 050		398, 184				398, 184
1810.		981, 209				981, 209		397, 701				397, 701
1811.		708, 852				708, 852		420, 671				420, 671
1812.		760, 621				760, 621		465, 945				465, 945
1813.		674, 853				674, 853		445, 449				445, 449
1814.		674, 633				674, 633		435, 139				435, 139
1815.		851, 295				851, 295		462, 807				462, 807
1816.		800, 760				800, 760		519, 026				519, 026
1817.		809, 725				809, 725		535, 798				535, 798
1818.		606, 089				606, 089		562, 307				562, 307
1819.		612, 930				612, 930		580, 288				580, 288
1820.		610, 048				610, 048		600, 977				600, 977
1821.		610, 896				610, 896		612, 712				612, 712
1822.		628, 150				628, 150		631, 610				631, 610
1823.		630, 921				630, 921		609, 156		24, 879		634, 035
1824.		669, 973				669, 973		636, 032		21, 610		657, 642
1825.		700, 788				700, 788		634, 838		23, 061		657, 899
1826.		737, 978				737, 978		696, 123		31, 059		730, 182
1827.		747, 170				747, 170		700, 788		40, 198		806, 986
1828.		812, 610				812, 610		822, 753		30, 418		862, 171
1829.		650, 143				650, 143		534, 320		54, 037		588, 357
1830.		575, 056		1, 419		576, 475		528, 394		63, 053		591, 447
1831.		619, 575		877		620, 452		551, 449		68, 568		620, 017
1832.		686, 809		181		686, 990		633, 056		90, 633		723, 689
1833.		749, 482		545		750, 027		723, 890		101, 306		825, 196
1834.		857, 098		340		857, 438		746, 908		122, 474		869, 382
Sept. 30—												
1835. ^d		885, 482		340		885, 822		784, 138		122, 474		906, 612
1836.		897, 321		451		897, 775		807, 425		145, 102		952, 527
1837.		809, 343		1, 101		810, 447		897, 350		153, 661		1, 051, 011
1838.		810, 801		2, 791		822, 592		943, 367		180, 632		1, 133, 999
1839.		829, 096		5, 149		834, 245		1, 032, 023		189, 879		1, 221, 902
1840.		895, 610		4, 155		899, 765		1, 042, 676		198, 184		1, 240, 860
1841.		945, 057		746		945, 803		973, 571		174, 342		1, 147, 913
1842.		970, 658		4, 701		975, 359		859, 619		225, 050		1, 084, 669
June 30—												
1843.		1, 003, 932		5, 373		1, 009, 305		883, 534		231, 491		1, 115, 029
1844.		1, 061, 855		6, 910		1, 068, 765		908, 208		265, 270		1, 173, 538
1845.		1, 088, 680		6, 402		1, 095, 172		962, 817		319, 527		1, 282, 344
1846.		1, 124, 000		6, 287		1, 130, 287		1, 057, 081		341, 009		1, 399, 290
1847.		1, 235, 682		5, 631		1, 241, 313		1, 155, 042		399, 210		1, 554, 252
1848.		1, 344, 819		10, 008		1, 354, 887		1, 335, 899		411, 823		1, 747, 632
1849.		1, 418, 072		20, 870		1, 438, 942		1, 408, 710		441, 525		1, 849, 235
1850.		1, 540, 769		44, 942		1, 585, 711		1, 418, 550		481, 005		1, 899, 555
1851.		1, 693, 917		62, 390		1, 726, 307		1, 471, 110		521, 217		1, 992, 333
1852.		1, 819, 744		79, 704		1, 899, 448		1, 019, 691		503, 530		2, 138, 227
1853.		2, 018, 154		90, 520		2, 108, 674		1, 728, 524		514, 008		2, 242, 622

^a Including barges.^b Including canal boats and barges.^c The decrease of tonnage in this year arises principally from the registered tonnage having been corrected by striking off all vessels the registers of which were granted prior to 1815, which were supposed by the collectors to have been lost at sea, captured, etc.—Joseph Nourse, Register of the Treasury (American State Papers, Vol. II p. 648).^d Nine months.

THE TOTAL MERCHANT MARINE OF THE UNITED STATES, 1789-1910.

[illegible]

* Joseph Nourse, Register of the Treasury, under date of February 1, 1812, stated: "As there were not any accounts kept at the Treasury of the district tonnage of the United States prior to the operation of the acts of 31st December, 1792, and 18th February, 1793, the statement in which is exhibited the tonnage for the years 1789, 1790, 1791, and 1792 has been formed from the accounts of tonnage on which duties were collected for those years."

No. 10.—DOCUMENTED SAILING AND STEAM TONNAGE CONSTITUTING THE

Year ended June 30—	Registered vessels.						Enrolled vessels.					
	Sailing.		Steam.		Total.		Sailing.		Steam.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1854.....	2	238,783		95,039	2	333,819	1	823,564		581,571	2	411,135
1855.....	2	420,091		115,048	2	535,139	1	990,491		655,240	2	615,731
1856.....	2	491,688		59,715	2	551,403	1	780,524		583,362	2	337,886
1857.....	2	337,095		86,873	2	423,968	1	814,459		618,911	2	433,370
1858.....	2	421,715		78,027	2	499,742	1	850,723		651,363	2	502,086
1859.....	2	414,654		92,748	2	507,402	1	910,962		676,005	2	586,967
1860.....	2	448,941		97,296	2	546,237	1	982,297		770,641	2	752,938
1861.....	2	560,020		102,608	2	662,628	2	1,064,803		774,896	2	839,399
1862.....	2	177,283		113,998	2	291,281	2	1,175,510		696,465	2	772,005
1863.....	2	392,809		139,219	2	532,028	2	1,033,880		742,304	2	776,193
1864.....	1	459,885		123,000	1	582,884	2	1,496,517		855,954	3	352,471
1865.....	1	504,575		98,009	1	602,583	2	2,484,962		969,131	3	454,093
1866.....	2	294,637		198,289	1	492,926	1	1,893,314		885,223	2	778,537
1867.....	1	309,917		108,116	1	418,033	1	1,701,593		993,765	2	695,358
1868.....	3,181	343,793	235	221,939	3,416	1,565,732	17,233	1,758,025	3,205	975,142	20,438	2,733,167
1869.....	3,054	353,170	227	213,252	3,281	1,566,422	16,631	1,638,602	3,099	887,401	19,732	2,526,093
1870.....	2,742	324,256	200	192,514	2,942	1,516,800	18,431	1,708,418	3,094	870,522	21,525	2,677,940
1871.....	2,545	244,223	176	180,914	2,721	1,425,142	19,229	1,901,731	3,151	903,643	22,380	2,805,274
1872.....	2,516	232,982	183	177,660	2,699	1,410,648	20,204	2,011,347	3,273	929,962	23,477	2,971,300
1873.....	2,553	220,865	206	193,428	2,759	1,423,288	21,420	2,257,498	3,458	958,417	24,884	3,216,915
1874.....	2,535	233,678	193	195,215	2,728	1,428,893	20,861	2,320,577	3,624	985,660	24,485	3,312,146
1875.....	2,769	1,402,133	212	191,689	2,981	1,593,827	20,297	2,266,584	3,616	971,800	23,913	3,288,390
1876.....	2,821	1,391,594	188	195,227	3,009	1,586,821	13,735	1,656,504	3,673	968,300	17,408	2,624,804
1877.....	2,807	1,404,060	181	190,133	2,988	1,594,193	12,661	1,592,834	3,732	975,033	16,393	2,607,867
1878.....	2,860	1,458,209	173	170,838	3,037	1,629,047	12,656	1,528,979	3,780	990,382	16,435	2,619,361
1879.....	2,549	1,335,211	168	166,323	2,717	1,501,534	12,654	1,595,792	3,840	1,012,810	16,494	2,611,602
1880.....	2,246	1,206,266	132	146,001	2,378	1,352,810	12,331	1,509,760	4,079	1,058,587	16,410	2,649,353
1881.....	2,191	1,182,817	135	152,769	2,326	1,335,586	11,690	1,551,246	4,227	1,055,655	15,917	2,657,201
1882.....	2,061	1,187,725	134	154,670	2,195	1,342,395	11,611	1,612,837	4,514	1,191,883	16,125	2,807,220
1883.....	2,006	1,180,100	168	171,905	2,174	1,352,005	11,432	1,630,831	4,359	1,227,739	15,791	2,868,570
1884.....	1,939	1,120,033	188	184,188	2,127	1,304,221	11,218	1,623,190	4,294	1,203,332	15,512	2,886,528
1885.....	1,937	1,101,693	182	186,406	2,119	1,288,099	11,050	1,606,578	4,345	1,289,995	15,395	2,896,573
1886.....	1,584	934,546	185	176,033	1,769	1,111,179	10,806	1,611,181	4,417	1,327,582	15,223	2,938,763
1887.....	1,439	841,992	185	173,571	1,624	1,015,563	10,508	1,659,081	4,390	1,340,083	14,903	3,008,764
1888.....	1,330	760,386	200	183,398	1,530	943,784	10,531	1,720,923	4,565	1,444,435	15,096	3,165,358
1889.....	1,462	827,124	219	191,471	1,681	1,021,595	10,409	1,651,437	4,744	1,550,044	15,153	3,201,481
1890.....	1,294	749,005	233	197,630	1,527	946,635	10,320	1,752,241	4,743	1,639,043	15,063	3,391,881
1891.....	1,316	765,955	271	230,995	1,587	1,005,950	10,358	1,837,810	4,904	1,763,417	15,262	3,691,227
1892.....	1,278	765,776	254	228,899	1,532	994,675	10,301	1,857,622	5,070	1,821,997	15,371	3,679,519
1893.....	1,094	639,700	240	261,103	1,343	899,803	10,404	1,834,855	5,216	1,897,078	15,620	3,832,833
1894.....	1,104	650,089	240	260,091	1,350	910,180	9,473	1,776,243	5,172	1,898,073	14,645	3,776,216
1895.....	1,021	586,142	239	252,045	1,260	838,187	9,206	1,768,905	5,202	1,936,204	14,408	3,705,104
1896.....	1,013	680,072	244	294,882	1,257	974,954	8,753	1,744,351	5,246	2,018,140	13,999	3,762,500
1897.....	983	647,110	247	258,474	1,230	905,584	8,505	1,791,037	5,217	2,075,460	13,722	3,866,536
1898.....	824	443,645	312	294,091	1,136	737,739	8,517	1,864,380	5,208	2,053,210	13,725	3,917,590
1899.....	954	488,210	367	300,030	1,321	788,240	8,274	1,830,477	5,232	2,090,821	13,503	3,921,269
1900.....	992	485,352	338	341,342	1,330	826,694	8,415	1,949,744	5,371	2,289,825	13,786	4,200,569
1901.....	972	459,407	355	429,722	1,327	889,129	8,629	2,070,411	5,542	2,462,084	14,171	4,522,495
1902.....	885	423,730	341	458,825	1,226	882,555	8,522	2,122,023	5,693	2,686,772	14,215	4,809,695
1903.....	813	361,366	337	527,410	1,170	888,776	8,474	2,243,661	5,761	2,846,835	14,235	5,090,496
1904.....	856	344,612	343	554,156	1,204	898,768	8,347	2,278,861	5,920	3,064,028	14,265	5,283,789
1905.....	922	353,893	330	601,180	1,172	954,513	8,136	2,291,539	5,990	3,100,263	14,125	5,301,802
1906.....	1,035	348,201	406	591,285	1,441	939,486	8,030	2,283,705	6,087	3,339,268	14,127	5,622,933
1907.....	962	269,021	442	602,125	1,484	871,140	7,931	2,327,020	6,179	3,627,686	14,110	5,954,700
1908.....	1,113	341,381	478	598,787	1,591	940,068	7,755	2,262,446	6,390	4,055,245	14,115	6,307,939
1909.....	1,135	308,079	498	578,620	1,633	887,505	7,654	2,273,087	6,418	4,107,066	14,072	6,381,053
1910.....	1,029	234,848	497	556,977	1,526	791,825	7,482	2,321,207	6,567	4,272,521	14,049	6,593,728

For a separate report of canal boats and barges, see Statement No. 10 A.

TOTAL MERCHANT MARINE OF THE UNITED STATES, 1789-1910—Continued.

Licensed vessels under 20 tons.						Total merchant marine.						Annual increase or decrease (-).	Year.
Sailing.		Steam.		Total.		Sailing.		Steam.		Total.			
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	Per ct	
57,948				57,948		4,126,295		676,607		4,802,902		8.96	1854
61,134				61,134		4,441,716		770,288		5,212,001		8.52	1855
42,364				42,364		4,198,576		673,077		4,871,653		- 0.53	1856
43,505				43,505		4,235,069		705,784		4,940,843		1.42	1857
47,980				47,980		4,320,418		729,390		5,049,808		2.20	1858
50,669				50,669		4,376,285		768,753		5,145,038		1.90	1859
54,693				54,693		4,485,931		807,937		5,353,868		4.06	1860
57,786				57,786		4,662,000		877,204		5,539,813		3.47	1861
48,908				48,908		4,401,701		710,463		5,112,164		- 7.72	1862
52,749				52,749		4,357,537		575,519		5,155,056		.84	1863
52,035				52,035		1,008,440		977,900		4,986,400		- 3.27	1864
40,106				40,106		4,029,643		1,067,136		5,096,782		2.21	1865
39,315				39,315		3,227,266		1,083,512		4,310,778		-15.42	1866
41,097				41,097		3,112,007		1,191,880		4,304,487		.14	1867
4,134	50,520	179	2,334	4,313	52,860	24,548	3,152,344	3,619	1,199,416	28,167	4,351,759	1.10	1868
4,254	49,211	220	2,915	4,474	52,126	23,941	3,041,073	3,540	1,103,568	27,487	4,144,641	- 4.76	1869
4,301	48,738	230	3,029	4,531	51,767	25,474	3,171,412	3,524	1,075,096	28,998	4,240,507	2.41	1870
4,310	49,011	240	3,180	4,550	52,191	26,084	3,194,970	3,507	1,087,637	29,051	4,282,607	.85	1871
4,641	51,865	207	3,925	4,938	55,799	27,361	3,326,194	3,753	1,111,553	31,114	4,437,747	3.02	1872
4,678	52,221	351	4,003	5,020	56,824	28,657	3,539,584	4,015	1,156,443	32,672	4,696,027	5.82	1873
4,901	54,787	369	4,796	5,270	59,583	28,300	3,615,042	4,180	1,185,610	32,486	4,800,652	2.23	1874
4,984	50,342	407	4,173	5,391	61,515	28,050	3,685,064	4,235	1,108,668	32,285	4,853,732	1.10	1875
5,055	55,988	459	5,845	5,517	61,833	21,614	3,107,086	4,320	1,172,372	25,931	4,279,458	-11.83	1876
5,223	57,509	482	6,031	5,705	63,540	20,991	3,071,403	4,395	1,171,197	25,380	4,242,000	-.86	1877
5,293	57,899	519	6,458	5,812	64,357	20,702	3,015,087	4,472	1,107,678	25,264	4,212,765	-.70	1878
5,489	59,420	561	7,039	6,000	66,465	20,642	2,993,429	4,509	1,176,172	25,151	4,169,601	-1.02	1879
5,418	50,504	506	6,367	5,924	65,871	19,905	2,856,476	4,717	1,211,558	24,712	4,068,034	-2.43	1880
5,424	58,073	498	6,274	5,922	64,947	19,205	2,792,736	4,800	1,264,968	24,005	4,057,731	-.25	1881
5,516	59,545	514	6,873	6,057	66,418	19,177	2,810,107	5,191	1,355,826	24,368	4,165,933	2.06	1882
5,530	61,272	722	13,550	6,252	74,822	18,968	2,822,293	5,249	1,413,194	24,217	4,235,487	1.67	1883
5,624	62,091	910	18,389	6,443	80,480	18,681	2,805,320	5,401	1,465,909	24,082	4,271,229	.84	1884
5,677	62,840	872	18,516	6,449	81,362	18,564	2,771,017	5,399	1,494,917	23,963	4,265,934	-.12	1885
5,617	62,425	865	18,769	6,482	81,194	18,007	2,608,162	5,467	1,522,984	23,634	4,131,136	-3.10	1886
5,638	62,055	900	19,463	6,548	81,518	17,582	2,563,128	5,481	1,542,717	23,063	4,105,845	-.61	1887
5,720	62,530	929	20,238	6,655	82,774	17,587	2,543,846	5,604	1,648,070	23,281	4,191,916	2.10	1888
5,828	63,364	961	21,035	6,789	84,399	17,699	2,541,924	5,924	1,765,551	23,623	4,307,475	2.75	1889
5,838	64,103	980	21,815	6,877	85,918	17,502	2,565,400	5,965	1,859,088	23,497	4,424,497	2.71	1890
6,009	61,730	1,041	22,852	7,050	87,582	17,683	2,668,495	6,216	2,016,204	23,899	4,684,759	5.88	1891
6,322	67,206	1,068	23,521	7,300	90,727	17,901	2,690,504	6,302	2,074,417	24,383	4,764,921	1.71	1892
6,463	68,214	1,090	24,101	7,549	92,435	17,951	2,641,799	6,561	2,183,272	24,612	4,825,071	1.26	1893
6,483	68,207	1,108	24,366	7,591	92,633	17,060	2,494,599	6,526	2,189,430	23,586	4,684,029	-2.90	1894
6,469	68,117	1,113	24,552	7,572	92,669	16,686	2,423,159	6,551	2,212,801	23,240	4,635,960	-1.03	1895
6,547	72,249	1,105	24,177	7,652	96,426	16,313	2,386,072	6,595	2,307,208	22,908	4,703,880	1.47	1896
6,546	72,285	1,135	24,615	7,681	96,900	16,034	2,410,462	6,599	2,358,558	22,633	4,769,020	1.38	1897
6,652	69,790	1,192	24,649	7,814	94,439	15,903	2,377,815	6,712	2,371,923	22,705	4,749,738	-.40	1898
6,653	69,534	1,238	25,160	7,891	94,694	15,891	2,388,227	6,837	2,476,011	22,728	4,804,238	2.41	1899
6,873	71,916	1,344	26,630	8,217	98,576	16,280	2,507,042	7,053	2,657,797	23,333	5,164,839	6.18	1900
7,042	73,447	1,517	29,147	8,559	102,594	16,643	2,603,265	7,414	2,920,953	24,057	5,524,218	6.96	1901
7,129	74,375	1,693	31,277	8,832	105,652	16,546	2,621,028	7,727	3,176,874	24,273	5,797,902	4.06	1902
7,084	74,239	1,936	33,843	9,020	108,073	16,371	2,679,257	8,054	3,408,088	24,425	6,087,345	4.99	1903
6,892	72,044	2,195	36,334	9,037	108,978	16,005	2,696,117	8,463	3,595,418	24,558	6,291,535	3.35	1904
6,650	70,177	2,527	40,051	9,183	110,228	15,784	2,715,049	8,897	3,741,494	24,081	6,450,513	2.62	1905
6,381	67,778	3,007	44,774	9,388	112,550	15,506	2,699,682	9,500	3,975,287	25,006	6,674,969	3.38	1906
5,938	63,385	3,429	49,557	9,367	112,942	14,861	2,659,420	10,050	4,279,368	24,911	6,938,794	3.95	1907
5,631	60,296	4,088	57,142	9,719	117,438	14,400	2,654,271	10,926	4,711,174	25,425	7,365,445	6.15	1908
5,258	56,565	4,725	63,632	9,983	120,197	14,047	2,639,531	11,641	4,749,224	25,688	7,388,755	.32	1909
4,777	51,666	5,388	70,863	10,165	122,539	13,288	2,607,721	12,452	4,900,361	25,740	7,508,082	1.61	1910

No. 10 A.—NUMBER AND GROSS TONNAGE OF CANAL BOATS AND BARGES DOCUMENTED IN THE UNITED STATES, IN SPECIFIED YEARS, 1868-1910.

[These vessels are included in Statement No. 10.]

Year ended June 30—	Canal boats.		Barges.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1868.....	4,847	430,072	1,463	213,150	6,310	643,222
1869.....	4,678	420,143	1,423	220,953	6,101	641,101
1870.....	6,410	567,915	1,530	240,411	7,940	808,326
1871.....	7,314	648,471	1,472	260,343	8,786	908,814
1872.....	8,055	704,713	1,621	296,106	9,676	1,000,819
1873.....	8,070	820,328	1,738	335,455	10,708	1,155,783
1874 ^a	8,245	751,612	1,908	389,714	10,153	1,141,326
1875.....	7,808	700,996	1,888	399,158	9,696	1,100,154
1876.....	1,581	117,708	1,776	380,686	3,357	498,394
1877.....	996	81,394	1,914	409,620	2,910	491,014
1878.....	1,071	88,681	2,198	435,076	3,269	523,757
1879.....	1,206	103,737	2,394	466,878	3,600	570,615
1880 ^b	1,235	106,590	1,930	383,629	3,165	490,219
1885.....	1,027	97,681	1,005	299,451	2,032	397,132
1890.....	1,097	114,953	1,241	341,042	2,338	455,995
1895.....	680	75,051	1,363	332,632	2,043	407,683
1896.....	682	75,225	1,357	393,188	2,039	468,413
1897.....	650	73,786	1,480	432,523	2,130	506,309
1898.....	660	74,640	1,667	467,348	2,327	541,988
1899.....	620	71,101	1,962	491,808	2,591	562,909
1900.....	617	73,883	2,362	548,817	3,009	622,200
1901.....	735	83,068	2,677	586,840	3,412	669,908
1902.....	703	79,408	2,770	599,742	3,473	679,150
1903.....	695	78,400	2,840	634,927	3,535	713,333
1904.....	692	77,583	2,917	673,578	3,609	751,161
1905.....	643	71,953	3,022	681,512	3,665	753,465
1906.....	717	80,137	3,171	720,911	3,888	801,048
1907.....	731	81,773	3,264	763,209	3,995	844,982
1908.....	746	82,469	3,453	816,732	4,199	899,201
1909.....	745	80,951	3,590	847,504	4,335	928,455
1910.....	674	74,068	3,667	878,180	4,341	952,248

^a See act April 18, 1874.

^b See act June 30, 1879.

No. 10 B.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES DOCUMENTED ON THE NORTHERN LAKES, IN SPECIFIED YEARS, 1868-1910.

[These vessels are included in Statement No. 10.]

Year.	Sailing.		Steam.		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1868.....	1,855	293,978	624	144,117	2,822	241,553	64	15,956	5,365	695,604
1869.....	1,752	277,893	680	146,236	2,384	215,165	103	22,072	4,875	661,306
1870.....	1,690	264,600	642	142,973	2,394	249,553	114	27,569	5,349	684,704
1871.....	1,662	267,154	682	149,467	3,037	264,198	122	31,208	5,513	712,027
1872.....	1,654	270,051	708	162,523	2,814	254,056	161	37,863	5,337	724,493
1873.....	1,663	298,002	802	180,250	2,934	267,601	177	42,559	5,576	788,412
1874.....	1,696	336,802	876	198,121	2,812	261,135	216	46,323	5,600	842,381
1875.....	1,710	330,787	891	202,507	2,702	250,657	193	45,140	5,496	837,891
1876.....	1,643	331,498	921	201,742	441	34,880	188	45,585	3,193	613,211
1877.....	1,604	324,394	923	201,085	472	37,474	192	47,207	3,191	610,160
1878.....	1,546	315,008	918	201,550	519	41,902	183	45,296	3,166	604,656
1879.....	1,473	307,078	890	208,298	548	44,774	170	42,226	3,087	597,767
1880.....	1,459	304,933	931	212,045	672	47,150	165	40,065	3,127	605,102
1885.....	1,322	313,129	1,175	335,869	771	70,150	111	30,810	3,379	749,948
1890.....	1,272	328,656	1,527	652,923	957	67,574	54	13,910	3,510	1,063,063
1895.....	1,100	300,042	1,755	857,785	400	44,074	81	39,008	3,342	1,241,450
1896.....	1,044	300,152	1,792	924,631	416	45,109	81	45,175	3,333	1,324,067
1897.....	993	334,104	1,775	977,235	361	37,978	101	60,785	3,230	1,410,102
1898.....	960	333,704	1,704	993,644	384	40,456	148	69,696	3,266	1,437,600
1899.....	874	318,175	1,732	1,014,561	366	38,630	190	74,982	3,162	1,446,348
1900.....	832	335,183	1,739	1,110,565	392	41,430	204	78,409	3,107	1,565,587
1901.....	784	332,289	1,778	1,243,500	476	50,362	215	80,143	3,253	1,706,294
1902.....	726	318,632	1,795	1,377,872	454	47,888	197	72,719	3,172	1,816,511
1903.....	676	315,195	1,796	1,467,992	453	47,750	185	71,761	3,110	1,902,698
1904.....	623	308,820	1,820	1,502,270	451	47,160	181	70,968	3,075	2,010,208
1905.....	583	301,115	1,820	1,647,793	418	43,775	190	69,464	3,011	2,062,147
1906.....	519	269,136	1,844	1,841,438	480	50,599	209	73,269	3,052	2,234,432
1907.....	466	256,104	1,873	2,044,553	529	55,859	235	83,195	3,103	2,439,741
1908.....	429	248,752	1,942	2,341,686	546	57,009	255	81,122	3,172	2,720,169
1909.....	389	238,491	1,982	2,390,925	557	58,763	271	85,312	3,199	2,782,481
1910.....	362	236,656	2,107	2,508,469	480	50,912	324	99,065	3,273	2,895,102

No. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

[This table does not include yachts, nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers or lakes of the United States and not engaged in trade with contiguous foreign territory, and not carrying passengers, nor boats under 5 tons net.]

States and customs districts in which documented.	Sailing vessels.		Steam vessels.		Canal boats.		Barges.		Total	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.										
Maine:										
Pasamaquoddy.....	90	12,864	113	2,147					203	13,011
Machias.....	40	6,973	32	575					122	7,548
Frenchmans Bay.....	60	6,322	69	1,001					129	7,323
Cashine.....	169	8,806	41	781					210	9,587
Bangor.....	50	9,676	10	2,891					60	12,567
Belfast.....	64	6,981	30	3,547					96	12,992
Waldoboro.....	120	26,566	93	4,254			2	2,464	214	30,925
Wiscasset.....	28	1,611	17	213			1	165	45	1,824
Bath.....	76	74,973	42	22,996			8	2,708	126	100,677
Portland and Falmouth.....	88	40,141	109	24,305			3	177	200	64,623
Saco.....	2	472	1	43					3	515
Kennebunk.....	10	420	3	205					13	625
York.....	2	15							2	15
New Hampshire:										
Portsmouth.....	12	1,660	10	640			14	1,006	36	3,906
Massachusetts:										
Newburyport.....	3	483	9	1,002					12	1,485
Gloucester.....	196	19,309	85	2,854			3	461	283	22,654
Salem and Beverly.....	19	1,624	7	229					26	1,853
Marblehead.....	11	671	10	103			1	1,227	22	2,001
Boston and Charlestown.....	268	132,197	191	58,272			16	6,298	475	196,707
Plymouth.....	5	126	7	73					6	199
Barnstable.....	74	5,218	118	1,123					192	6,341
Nantucket.....	22	179	5	71					27	250
Edgartown.....	3	27	35	286					38	313
New Bedford.....	51	10,314	48	3,666					99	13,980
Fall River.....	42	30,773	43	48,537			2	629	86	79,739
Rhode Island:										
Providence.....	21	3,248	94	7,854			1	1,295	116	12,397
Bristol and Warren.....	9	133	17	503					26	716
Newport.....	21	976	117	5,274			6	307	144	6,567
Connecticut:										
Stonington.....	15	6,218	46	1,839			8	3,799	69	11,856
New London.....	47	21,271	68	51,154			20	3,386	135	78,107
Hartford.....	12	3,111	97	11,174			73	27,173	184	41,407
New Haven.....	45	19,562	109	10,893			47	16,114	261	41,569
Bridgeport.....	108	5,436	108	6,714			7	1,355	223	13,782

No. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

States and customs districts in which documented.	Sailing vessels.		Steam vessels.		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS—continued.										
New York:										
New York—										
Albany.	336	246,270	1,499	914,173	45	6,671	1,562	494,578	3,642	1,611,692
Albany.	4	396	130	17,833	140	16,281	11	2,784	285	36,294
Pattogue.	195	3,300	201	2,754			3	1,217	399	7,271
Port Jefferson.	23	2,183	4	88					27	2,281
Cold Spring.	31	1,123	37	1,288					68	2,411
Sag Harbor—										
Sag Harbor.	21	1,337	6	1,871			1	10	28	3,418
Greenport.	91	1,721	113	3,076					204	6,797
New Jersey:										
Newark.	12	1,802	59	5,788					87	10,718
Perth Amboy.	129	57,816	75	15,516	2	277	14	2,846	370	120,708
Little Egg Harbor.	25	1,208	13	114	1	105	165	47,211	38	1,382
Great Egg Harbor.	100	1,075	135	2,737					235	3,872
Bridgeton.	356	6,976	27	438			1	38	384	7,432
Burlington.	2	57	9	1,546			2	317	13	1,920
Pennsylvania:										
Philadelphia.	198	116,955	286	104,313			171	65,685	655	286,954
Delaware:										
Delaware.	87	13,055	52	12,334			9	2,941	148	28,330
Maryland:										
Baltimore.	532	51,380	271	121,323			105	25,464	928	198,117
Annapolis.	21	3,712	21	257					196	4,629
Eastern Maryland.	635	12,559	34	453			4	941	673	13,953
District of Columbia:										
Georgetown.	22	1,363	36	9,697					58	11,060
Virginia:										
Alexandria.	79	1,691	7	106					86	1,797
Papapanock.	177	4,129	59	5,286					236	9,415
Richmond.	45	1,635	19	1,778			7	2,235	71	5,648
Petersburg.	2	417	2	417					2	417
Newport News.	196	3,094	66	3,239			2	1,548	264	7,901
Norfolk and Portsmouth.	196	8,069	219	12,262			24	5,406	439	23,737
Cherrystone.										
Cape Charles.	174	2,754	47	3,380			5	7,073	226	13,157
Chincoteague.	100	1,323	14	149					114	1,472
North Carolina:										
Albemarle.	106	2,116	77	3,877			7	448	190	6,441
Farmville.	138	2,011	74	2,003					212	4,014
Beaufort.	177	1,750	66	885			7	254	230	2,893
Wilmington.	33	1,255	42	2,203			2	452	79	3,910

WESTERN RIVERS.

WESTERN RIVERS.		203	14,343	203	14,343	203	14,343
Louisiana:							
New Orleans ^a		203	14,343				14,343
Mississippi:							
Natchez	1	6	1,136				1,136
Vicksburg		48	4,801	2	76		4,885
Tennessee:							
Memphis ^b		193	10,425				10,425
Nashville ^b		37	3,170				3,170
Cattanooga ^b		58	2,805	17	374		2,679
Kentucky:							
Panmahan		61	3,953	3	410		4,363
Louisville ^b		84	4,881	4	122		5,003
Missouri:							
St. Louis ^b		99	16,539	4	1,447		17,986
Kansas City ^b		24	1,222				1,222
St. Joseph ^b		4	1,138				1,138
Nebraska:							
Omaha ^b		1	128				128
North Dakota:							
North and South Dakota		8	500	18	1,351		1,851
Montana:							
Montana and Idaho		7	1,118				1,118
Iowa:							
Spox City ^b		23	889				889
Burlington ^b		38	920	9	277		1,197
Des Moines ^b		15	753	2	159		912
Minnesota:							
Minnesota		34	1,866	10	854		2,720
Wisconsin:							
La Crosse ^b		17	847	6	392		1,239
Illinois:							
Chicago—							
Galena		5	91	3	36		127
Rock Island		110	4,207	18	1,135		5,342
Peoria		16	521				821
Caro		18	1,730	2	1,147		2,877
Indiana:							
Evansville ^b		144	5,967	6	635		6,602
Ohio:							
Cincinnati ^b		110	13,805				13,805
West Virginia:							
Wheeling ^b		166	10,857	21	1,785		12,642
Pennsylvania:							
Pittsburg		148	33,339	6	2,757		36,096
Total western rivers	1	8	140,751	131	12,927		153,716

b A port in the customs district of New Orleans.

a Vessels in river trade only; for seagoing vessels, see p. 201.

No. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

SUMMARY

States and customs districts in which documented	Sailing vessels.			Steam vessels.			Canal boats.			Barges.			Total.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.
Atlantic and Gulf coasts.....	7,839	1,113,325	6,570	1,693,923	194	23,156	.....	.....	.....	.....	.....	.....	16,909	3,517,132	.....
Porto Rico.....	72	3,531	13	2,010	.....	.....	.....	.....	.....	.....	.....	.....	541	5,541	.....
Pacific coast.....	602	294,287	2,056	544,552	.....	.....	.....	.....	.....	.....	.....	.....	3,533	918,489	.....
Hawaii.....	11	7,496	29	10,036	.....	.....	.....	.....	.....	.....	.....	.....	40	18,102	.....
Northern lakes.....	362	236,656	2,107	2,508,469	480	50,912	.....	.....	.....	.....	.....	.....	3,273	2,836,102	.....
Western rivers.....	1	8	1,677	140,781	.....	.....	.....	.....	.....	.....	.....	.....	1,859	155,716	.....
Grand total.....	8,947	1,655,473	12,452	4,900,361	674	74,938	.....	.....	.....	.....	.....	.....	25,740	7,508,082	.....
Registered.....	372	158,877	497	556,977	.....	.....	.....	.....	.....	.....	.....	.....	657	75,971	.....
Enrolled.....	3,959	1,446,782	6,567	4,272,521	674	74,068	.....	.....	.....	.....	.....	.....	2,549	800,407	.....
Licensed.....	4,616	49,864	5,388	70,863	.....	.....	.....	.....	.....	.....	.....	.....	161	1,802	.....
Grand total.....	8,947	1,655,473	12,452	4,900,361	674	74,068	.....	.....	.....	.....	.....	.....	3,667	878,180	.....

No. 12.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY STATES, JUNE 30, 1910.

States and Territories in which documented.	Sailing vessels.			Steam vessels.			Canal boats.			Barges.			Total.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.
Maine.....	549	195,820	560	62,968	.....	.....	.....	.....	.....	.....	.....	.....	1,423	204,232	.....
New Hampshire.....	12	1,660	10	2,901	.....	.....	.....	.....	.....	.....	.....	.....	36	3,906	.....
Vermont.....	2	209	8	115,966	.....	.....	.....	.....	.....	.....	.....	.....	18	3,723	.....
Massachusetts.....	683	200,921	551	13,731	.....	.....	.....	.....	.....	.....	.....	.....	1,266	325,222	.....
Rhode Island.....	51	4,337	228	81,675	.....	.....	.....	.....	.....	.....	.....	.....	286	19,670	.....
Connecticut.....	227	55,598	338	1,386,305	.....	.....	.....	.....	.....	.....	.....	.....	745	186,431	.....
New York.....	961	280,544	2,384	29,204	.....	.....	.....	.....	.....	.....	.....	.....	5,670	2,197,886	.....
New Jersey.....	624	69,054	338	214,181	.....	.....	.....	.....	.....	.....	.....	.....	1,147	146,062	.....
Pennsylvania.....	201	118,391	511	214,181	.....	.....	.....	.....	.....	.....	.....	.....	890	401,345	.....
Delaware.....	87	13,035	52	122,033	.....	.....	.....	.....	.....	.....	.....	.....	148	26,330	.....
Maryland.....	207	67,691	326	9,697	.....	.....	.....	.....	.....	.....	.....	.....	1,797	216,099	.....
District of Columbia.....	1,362	1,363	36	26,537	.....	.....	.....	.....	.....	.....	.....	.....	58	11,060	.....
Virginia.....	967	22,695	433	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,438	65,544	.....

North Carolina.....	456	7,132	239	8,978	16	1,124	731	17,234
South Carolina.....	122	3,893	142	7,010	.....	.....	984	10,893
Georgia.....	109	7,344	106	66,864	.....	.....	215	74,998
Florida.....	446	38,356	392	25,902	38	9,266	263	73,554
Alabama.....	120	18,393	82	7,236	.....	.....	269	26,629
Mississippi.....	228	7,944	99	9,730	2	70	329	27,750
Louisiana.....	238	5,924	373	33,425	1	109	612	39,513
Texas.....	128	18,877	206	35,807	44	10,012	378	64,086
Porto Rico.....	72	3,531	13	2,010	.....	.....	88	3,941
Tennessee.....	.....	.....	288	15,900	17	374	306	16,274
Kentucky.....	.....	.....	145	8,834	7	532	132	9,465
Missouri.....	.....	.....	127	17,899	4	1,447	131	19,346
Nebraska.....	.....	.....	1	128	.....	.....	1	1,125
North Dakota.....	.....	.....	8	500	18	1,351	26	1,851
Montana.....	.....	.....	7	1,118	.....	.....	7	1,118
Iowa.....	.....	.....	76	2,562	11	436	87	2,998
Minnesota.....	38	96,484	318	719,702	102	30,379	426	846,565
Wisconsin.....	63	9,595	253	61,513	39	12,203	355	83,311
Michigan.....	118	41,234	541	270,771	89	27,378	748	339,383
Illinois.....	39	15,286	356	90,340	24	3,862	419	109,488
Indiana.....	.....	.....	144	5,967	6	635	180	6,602
Ohio.....	39	48,399	470	866,898	19	8,273	528	923,570
West Virginia.....	.....	.....	166	10,357	21	1,785	187	12,642
Arizona.....	.....	.....	1	92	.....	.....	1	92
California.....	433	184,043	628	350,244	2	2,849	1,063	537,136
Oregon.....	20	12,538	305	35,948	8	3,713	333	34,199
Washington.....	155	96,525	844	124,187	607	46,245	1,666	266,957
Alaska.....	54	1,181	278	34,071	139	26,853	471	62,105
Hawaii.....	11	7,466	29	10,636	.....	.....	40	18,102
Total.....	8,947	1,655,473	12,452	4,900,361	3,687	878,180	25,740	7,508,082

No. 13.—SAILING AND STEAM VESSELS OF THE UNITED STATES, ACCORDING TO SIZE, JUNE 30, 1910.

Geographical distribution.	Class 0. 5 to 50 tons.		Class 1. 50 to 100 tons.		Class 2 100 to 500 tons.		Class 3. 500 to 1,000 tons.		Class 4. 1,000 to 2,500 tons.		Class 5. 2,500 to 5,000 tons.		Class 6. 5,000 tons and over.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
SAILING VESSELS.																
Atlantic and Gulf coasts.....	5,564	84,805	727	51,266	819	190,791	462	345,099	236	345,454	31	95,110	.....	.....	7,839	1,113,325
Porto Rico.....	66	974	2	127	1	228	3	2,202	.....	.....	.....	.....	.....	.....	72	3,531
Pacific coast.....	253	6,246	64	4,591	104	32,662	141	97,363	99	150,132	1	3,258	.....	.....	662	294,237
Hawai.....	1	13	2	193	2	230	5	4,158	.....	.....	.....	.....	.....	.....	11	7,406
Northern lakes.....	82	1,828	31	2,221	116	35,721	79	53,526	27	47,420	24	80,813	3	15,127	362	236,656
Western rivers.....	1	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	8
Total.....	5,967	93,874	826	58,398	1,042	259,632	690	502,388	362	541,006	57	155,053	3	15,127	8,947	1,655,473
STEAM VESSELS.																
Atlantic and Gulf coasts.....	4,085	69,277	763	56,139	1,110	238,407	225	158,130	185	292,936	162	507,066	50	371,968	6,570	1,693,923
Porto Rico.....	6	143	3	224	3	800	1	843	.....	.....	.....	.....	.....	.....	13	2,010
Pacific coast.....	1,247	19,810	176	12,800	363	94,115	150	103,665	71	119,380	34	117,244	12	77,528	2,066	544,642
Hawai.....	7	109	2	137	11	3,286	8	5,329	1	1,566	.....	.....	.....	.....	29	10,636
Northern lakes.....	874	18,281	238	17,627	252	62,001	110	79,873	263	473,393	217	878,732	153	972,592	2,107	2,508,189
Western rivers.....	1,064	16,742	282	21,120	274	58,780	49	31,550	7	9,754	1	2,525	.....	.....	1,677	140,781
Total.....	7,258	124,362	1,464	108,047	2,013	457,399	543	379,599	530	902,999	404	1,565,567	215	1,432,088	12,452	4,900,361

No. 14.—NUMBER AND GROSS TONNAGE OF VESSELS OF THE UNITED STATES ENGAGED IN THE COD AND MACKEREL FISHERIES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

States and customs districts in which documented.	Sailing.				Steam.				Total.	
	Enrolled		Licensed.		Enrolled.		Licensed.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Maine:										
Passamaquoddy.....			3	31					3	31
Machias.....			27	236			17	196	44	432
Frenchmans Bay.....	5	371	8	107	3	151	40	340	56	966
Castine.....	7	678	65	493			21	176	93	1,347
Bangor.....			1	12					1	12
Belfast.....	2	136	24	210			20	185	46	531
Waldoboro.....			31	232	1	33	52	518	84	783
Wiscasset.....			8	88			8	98	16	186
Bath.....			6	60			2	15	8	75
Portland and Falmouth.....	9	489	21	182	8	464	25	332	63	1,407
Kennebunk.....	4	300	5	52	2	177	1	28	12	567
York.....			1	7					1	7
New Hampshire:										
Portsmouth.....			5	43					5	43
Massachusetts:										
Newburyport.....			2	18					2	18
Gloucester.....	161	17,343	21	272	17	1,357	56	771	255	19,743
Salem and Beverly.....	5	323	7	89			3	36	15	448
Marblehead.....	5	158	5	48			3	27	13	233
Boston and Charlestown.....	80	7,669	12	149	11	876	11	208	114	8,902
Plymouth.....			3	21					3	21
Barnstable.....	21	2,259	39	236	5	152	108	908	173	3,555
Nantucket.....			11	64			5	71	16	135
Edgartown.....			2	11			34	277	36	288
New Bedford.....	6	395	2	13			10	115	18	523
Rhode Island:										
Providence.....					1	71	3	37	4	108
Bristol and Warren.....			4	30			3	44	7	74
Newport.....			2	15	2	127	6	82	10	224
Connecticut:										
Stonington.....	1	128	2	19	6	431	21	243	30	821
New London.....			7	54	1	195	4	30	12	279
New Haven.....			1	11			1	15	2	26
New York:										
Sag Harbor—										
Sag Harbor.....			13	103			1	10	14	113
Greenport.....	2	135	15	123	26	3,271	22	201	65	3,820
New Jersey:										
Patuxet Amboy.....							2	39	2	39
California:										
San Francisco.....	4	1,390							4	1,390
Alaska:										
Alaska.....							5	91	5	91
Total.....	312	31,774	353	3,029	83	7,305	484	5,183	1,232	47,291

No. 15.—NUMBER AND GROSS TONNAGE OF VESSELS OF THE UNITED STATES ENGAGED IN THE WHALE FISHERIES, BY PORTS, JUNE 30, 1910.

Port.	Sailing.		Steam.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
New Bedford, Mass.....	20	4,106			20	4,106
New London, Conn.....	2	482			2	482
San Francisco, Cal.....	5	1,211	9	3,509	14	4,720
Total.....	27	5,799	9	3,509	36	9,308

No. 16.—EMPLOYMENT OF THE TONNAGE OF THE UNITED STATES, JUNE 30, 1910.

Class.	Sailing.		Steam.		Canal.		Barge.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Registered:										
Foreign trade.....	345	153,078	488	553,468	...	...	657	75,971	1,490	782,517
Whale fisheries.....	27	5,799	9	3,509	...	...	...	...	36	9,308
Total.....	372	158,877	497	556,977	...	...	657	75,971	1,526	791,825
Enrolled:										
Coasting trade.....	3,647	1,414,958	6,484	4,265,216	674	74,068	2,849	800,407	13,654	6,554,649
Cod and mackerel fisheries.....	312	31,774	83	7,305	...	...	...	...	395	39,079
Total.....	3,959	1,446,732	6,567	4,272,521	674	74,068	2,849	800,407	14,049	6,593,728
Licensed:										
Coasting trade.....	4,263	46,835	4,004	65,680	...	...	161	1,802	9,328	114,317
Cod and mackerel fisheries.....	353	3,029	484	5,183	...	...	...	...	837	8,212
Total.....	4,616	49,864	5,388	70,863	...	...	161	1,802	10,165	122,529
Grand total.....	8,947	1,655,473	12,452	4,900,361	674	74,068	3,667	878,180	25,740	7,508,082

SUMMARY.

Foreign trade.....	345	153,078	488	553,468	...	...	657	75,971	1,490	782,517
Coasting trade.....	7,910	1,461,793	11,388	4,330,896	674	74,068	3,010	802,209	22,982	6,608,966
Total.....	8,255	1,614,871	11,876	4,884,364	674	74,068	3,667	878,180	24,472	7,451,483
Whale fisheries.....	27	5,799	9	3,509	...	...	...	...	36	9,308
Cod and mackerel fisheries.....	665	31,803	567	12,488	...	...	...	...	1,232	47,291
Total.....	692	40,602	576	15,997	...	...	...	...	1,268	56,599
Grand total.....	8,947	1,655,473	12,452	4,900,361	674	74,068	3,667	878,180	25,740	7,508,082

No. 17.—DOCUMENTED TONNAGE OF THE UNITED STATES MERCHANT MARINE
1789—

Year ended—	Foreign trade.		Coasting trade.						Whale fisheries.	
	Registered vessels.		Enrolled vessels.		Licensed vessels under 20 tons.		Total.		Registered vessels.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Dec. 31—										
1789		123,893		68,607				68,607		
1790		346,254		103,775				103,775		
1791		363,110		106,494				106,494		
1792		411,438		120,957				120,957		
1793		367,734		114,853		7,218		122,071		
1794		438,863		145,601		16,977		162,578		
1795		529,471		164,796		19,602		184,398		
1796		676,733		195,424		22,417		217,841		
1797		597,777		214,077		23,320		237,403		
1798		603,376		227,344		24,099		251,443		
1799		657,142		220,904		25,736		246,640		5,055
1800		637,107		345,295		27,197		272,492		2,814
1801		630,558		246,255		28,296		274,551		2,349
1802		557,760		260,543		29,080		289,623		2,621
1803		585,910		268,076		30,354		299,060		11,247
1804		660,514		286,840		30,607		317,537		12,016
1805		744,224		301,366		31,297		332,663		5,117
1806		798,507		309,077		30,563		340,540		9,778
1807		840,163		318,190		30,838		349,028		8,144
1808		765,252		387,684		33,135		420,819		3,802
1809		906,855		371,501		33,662		405,163		3,204
1810		981,019		371,114		34,233		405,347		3,250
1811		763,667		386,250		34,103		420,362		5,245
1812		758,636		443,181		34,791		477,972		1,988
1813		672,700		433,405		37,704		471,109		2,153
1814		674,633		425,714		40,445		466,159		
1815		854,295		435,087		40,599		475,666		
1816		800,700		479,979		42,186		522,165		
1817		804,851		481,458		43,572		525,030		4,874
1818		a 589,944		503,140		46,234		549,374		16,135
1819		581,230		523,556		47,502		571,058		31,700
1820		533,657		539,080		48,945		588,025		35,391
1821		593,825		559,439		55,400		614,845		26,071
1822		532,701		573,080		51,109		624,189		45,449
1823		900,003		566,409		51,396		617,805		39,918
1824		636,807		589,223		52,340		641,563		33,166
1825		605,409		537,273		53,588		640,861		35,379
1826		696,221		666,420		55,910		722,330		41,757
1827		701,517		732,938		56,221		780,150		45,653
1828		757,098		787,226		55,680		842,906		54,621
1829		692,859		490,468		18,390		508,858		57,284
1830		537,603		496,640		20,339		516,979		38,912
1831		538,136		516,086		23,638		539,724		82,316
1832		614,121		624,159		25,468		649,627		72,869
1833		648,869		717,423		26,776		744,190		101,158
1834		749,378		755,463		28,156		783,619		108,060
Sept. 30—										
1835 (9 months)		788,173		709,795		27,543		797,338		97,649
1836		753,094		846,116		26,907		873,023		144,681
1837		683,205		927,250		29,731		956,981		127,242
1838		702,962		1,008,146		32,959		1,041,105		119,630
1839		702,400		1,120,311		33,241		1,153,552		131,845
1840		762,838		1,144,664		32,030		1,176,694		136,927
1841		788,398		1,076,036		31,032		1,107,068		157,405
1842		823,746		1,018,253		27,500		1,045,753		151,613
June 30—										
1843 (9 months)		856,930		1,048,209		27,947		1,076,156		152,375
1844		900,471		1,078,868		30,747		1,109,615		168,294
1845		904,470		1,190,598		32,320		1,223,218		190,690
1846		943,807		1,289,871		25,706		1,315,577		186,080
1847		1,047,454		1,452,623		35,978		1,488,601		193,859
1848		1,168,707		1,620,988		38,329		1,659,317		192,180
1849		1,258,756		1,731,411		38,066		1,770,376		180,186
1850		1,439,694		1,755,797		42,028		1,797,825		146,017
1851		1,544,663		1,854,318		45,058		1,890,976		181,644
1852		1,705,660		2,008,022		47,851		2,055,873		193,798
1853		1,910,471		2,082,782		51,476		2,134,258		193,203
1854		2,151,918		2,273,900		48,214		2,322,114		181,901

a The decrease of tonnage in this year arises principally from the registered tonnage having been corrected by striking off all vessels the registers of which were granted prior to 1815, which were supposed by the collectors to have been lost at sea, captured, etc.—Joseph Nourse, Register of the Treasury (American State Papers, Vol. II, p. 648).

EMPLOYED IN THE FOREIGN TRADE, THE COASTING TRADE, AND THE FISHERIES, 1910.

Whale fisheries.			Cod and mackerel fisheries.						Total merchant marine.		Year.
Enrolled vessels.		Total.	Enrolled vessels.		Licensed vessels under 20 tons.		Total.		No.	Tons.	
Tons.	No.		No.	Tons.	No.	Tons.	No.	Tons.			
				9,002				9,002		201,562	18789
				28,348				28,348		478,377	18790
				32,542				32,542		502,146	18791
				32,062				32,062		564,457	18792
				28,974			1,985	30,959		520,764	1793
				17,408			5,550	23,048		628,618	1794
4,129		4,129		24,887			0,040	30,933		747,065	1795
3,163		3,163		28,509			6,453	34,962		831,900	1796
2,364		2,364		33,406			7,222	40,628		870,912	1797
1,104		1,104		35,477			7,260	42,746		898,328	1798
763		763		23,933			0,046	29,979		939,408	1799
592		5,647		22,307			7,120	29,427		972,492	1800
652		3,490		31,280			8,102	39,382		947,576	1801
730		3,085		32,988			8,534	41,522		802,106	1802
580		8,201		43,416			8,896	51,812		940,172	1803
1,143		12,390		43,088			8,620	52,014		1,042,404	1804
323		12,339		48,479			8,986	57,465		1,140,367	1805
898		6,015		50,853			8,830	59,183		1,208,737	1806
729		10,507		60,690			9,016	70,306		1,208,543	1807
907		9,051		43,598			8,400	51,998		1,242,595	1808
724		4,526		26,110			8,377	34,487		1,350,282	1809
573		3,777		20,251			8,577	34,828		1,424,783	1810
339		3,589		34,361			8,873	43,234		1,232,502	1811
54		5,299		21,822			8,087	30,450		1,269,097	1812
942		2,930		11,255			8,622	19,877		1,166,628	1813
789		2,942		8,863			8,992	17,855		1,150,209	1814
562		562		26,510		10,427		36,937		1,368,128	1815
1,230		1,230		37,879		10,247		48,126		1,372,219	1816
1,168		1,168		53,990		10,817		64,807		1,399,912	1817
350		5,224		58,552		10,555		69,107		1,225,185	1818
615		16,760		65,045		11,033		76,078		1,260,752	1819
686		32,380		60,843		11,197		72,040		1,280,167	1820
1,054		36,445		51,352		10,941		62,293		1,298,958	1821
1,024		27,095		58,405		10,821		69,226		1,324,009	1822
8,134		48,583		67,041		11,214		78,255		1,336,566	1823
585		40,503		98,239		9,208		77,447		1,369,183	1824
180		33,346		70,626		10,836		81,462		1,423,111	1825
		35,379		63,535		10,121		73,656		1,534,191	1826
227		41,984		73,709		10,230		83,939		1,620,607	1827
339		45,992		74,765		10,922		85,687		1,741,392	1828
180		54,801		97,889		3,908		101,797		1,260,798	1829
		57,284		94,014		3,515		97,529		1,191,776	1830
793		39,705		103,450		3,739		107,189		1,267,846	1831
481		82,797		99,153		3,303		102,456		1,439,450	1832
377		73,246		107,295		4,152		111,447		1,606,151	1833
478		101,636		113,555		3,931		117,486		1,758,907	1834
364		103,424		136,817		4,904		141,781		1,824,941	1835
		97,649		104,838		4,803		109,731		1,882,102	1836
		146,254		127,366		5,497		127,363		1,896,686	1837
1,573		129,137		120,623		0,090		120,713		1,995,640	1838
1,895		124,860		101,151		7,091		108,242		2,096,479	1839
5,230		132,285		96,196		8,109		104,305		2,180,704	1840
440		136,927		77,877		5,996		77,783		2,130,744	1841
		157,405		66,039		4,803		70,902		2,092,391	1842
877		151,090		66,677		6,323		73,000		2,158,603	1843
142		152,517		94,350		7,040		101,396		2,280,096	1844
320		105,614		91,240		7,135		98,405		2,417,002	1845
207		190,903		108,979		5,802		115,781		2,562,085	1846
440		187,420		101,629		7,503		109,132		2,839,046	1847
		193,859		126,210		7,195		133,405		3,154,042	1848
433		192,613		116,824		7,874		124,098		3,334,016	1849
		180,186		143,758		8,160		151,918		3,535,454	1850
		140,017		138,018		8,141		146,156		3,772,439	1851
		181,644		178,205		7,914		183,119		4,138,440	1852
		193,798		159,840		9,238		169,078		4,407,010	1853
		193,293		137,235		9,734		146,969		4,802,902	1854
		181,901									

^b Joseph Nourse, Register of the Treasury, under date of February 1, 1812, stated: "As there were not any accounts kept at the Treasury of the district tonnage of the United States prior to the operation of the acts of 31st December, 1792, and 18th February, 1773, the statement in which is exhibited the tonnage for the years 1789, 1790, 1791, and 1792 has been formed from the accounts of tonnage on which duties were collected for those years."

No. 17.—DOCUMENTED TONNAGE OF THE UNITED STATES MERCHANT MARINE
1789-1910—

Year ended June 30—	Foreign trade.		Coasting trade.						Whale fisheries	
	Registered vessels.		Enrolled vessels.		Licensed vessels under 20 tons		Total.		Registered vessels.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1855.....	2,348,358	.....	2,491,108	.....	52,147	.....	2,543,255	.....	186,778
1856.....	2,302,100	.....	2,211,935	.....	35,728	.....	2,247,663	.....	180,213
1857.....	2,268,106	.....	2,300,399	.....	30,210	.....	2,330,609	.....	195,772
1858.....	2,301,148	.....	2,361,696	.....	39,624	.....	2,401,220	.....	198,594
1859.....	2,321,674	.....	2,430,320	.....	41,009	.....	2,480,929	.....	185,728
1860.....	2,370,396	.....	2,560,319	.....	45,518	.....	2,611,567	.....	166,841
1861.....	2,496,894	.....	2,657,293	.....	47,251	.....	2,704,544	.....	145,734
1862.....	2,173,537	.....	2,578,546	.....	38,170	.....	2,616,716	.....	117,711
1863.....	1,926,886	.....	2,918,614	.....	42,019	.....	2,960,633	.....	99,228
1864.....	1,186,749	.....	3,201,227	.....	41,038	.....	3,245,265	.....	95,145
1865.....	1,518,850	.....	3,353,657	.....	27,865	.....	3,381,522	.....	84,233
1866.....	1,387,756	.....	2,689,152	.....	30,169	.....	2,719,921	.....	105,170
1867.....	1,515,648	.....	2,627,151	.....	33,239	.....	2,660,390	.....	52,381
1868.....	1,487,246	.....	2,653,401	.....	3,560	.....	2,702,140	.....	349
1869.....	1,490,220	.....	2,470,028	.....	3,853	.....	2,515,515	.....	311
1870.....	1,448,846	.....	2,595,328	.....	3,800	.....	2,638,217	.....	299
1871.....	1,363,652	.....	2,722,372	.....	3,687	.....	2,761,000	.....	249
1872.....	1,359,040	.....	2,883,906	.....	4,039	.....	2,929,552	.....	217
1873.....	1,378,533	.....	3,116,373	.....	4,134	.....	3,163,220	.....	187
1874.....	1,399,815	.....	3,245,656	.....	4,401	.....	3,293,439	.....	162
1875.....	1,515,598	.....	3,109,087	.....	4,402	.....	3,219,098	.....	165
1876.....	1,553,705	.....	2,617,490	.....	4,589	.....	2,658,835	.....	171
1877.....	1,570,690	.....	2,488,189	.....	4,682	.....	2,540,322	.....	170
1878.....	1,589,318	.....	2,441,801	.....	4,710	.....	2,497,170	.....	162
1879.....	1,531,506	.....	2,545,059	.....	4,763	.....	2,649,220	.....	185
1880.....	1,511,402	.....	2,584,418	.....	4,718	.....	2,657,686	.....	174
1881.....	1,297,035	.....	2,600,836	.....	5,017	.....	2,616,011	.....	173
1882.....	1,250,492	.....	2,740,266	.....	5,086	.....	2,795,776	.....	146
1883.....	1,260,681	.....	2,774,218	.....	5,218	.....	2,858,354	.....	141
1884.....	1,276,072	.....	2,813,019	.....	5,482	.....	2,884,068	.....	121
1885.....	1,262,814	.....	2,822,598	.....	5,735	.....	2,896,371	.....	113
1886.....	1,088,441	.....	2,895,317	.....	5,839	.....	2,903,252	.....	104
1887.....	980,012	.....	2,935,527	.....	5,978	.....	3,010,795	.....	109
1888.....	919,302	.....	3,096,212	.....	6,034	.....	3,172,120	.....	97
1889.....	999,619	.....	3,133,812	.....	6,180	.....	3,211,416	.....	89
1890.....	928,062	.....	3,330,377	.....	6,258	.....	3,406,435	.....	76
1891.....	988,719	.....	3,529,315	.....	6,403	.....	3,609,876	.....	71
1892.....	977,621	.....	3,617,700	.....	6,657	.....	3,700,773	.....	73
1893.....	883,199	.....	3,770,096	.....	6,789	.....	3,854,693	.....	71
1894.....	899,098	.....	3,611,723	.....	6,787	.....	3,696,276	.....	71
1895.....	822,347	.....	3,614,276	.....	6,741	.....	3,728,714	.....	67
1896.....	829,633	.....	3,702,393	.....	6,780	.....	3,790,296	.....	64
1897.....	792,870	.....	3,808,433	.....	6,804	.....	3,896,820	.....	54
1898.....	726,213	.....	3,873,591	.....	6,930	.....	3,959,702	.....	52
1899.....	837,229	.....	3,878,397	.....	7,019	.....	3,965,313	.....	48
1900.....	816,795	.....	4,195,876	.....	7,327	.....	4,286,516	.....	42
1901.....	879,595	.....	4,488,421	.....	7,637	.....	4,582,645	.....	41
1902.....	873,235	.....	4,761,888	.....	7,873	.....	4,858,714	.....	30
1903.....	879,264	.....	5,041,533	.....	8,080	.....	5,141,037	.....	30
1904.....	888,628	.....	5,234,807	.....	8,159	.....	5,335,164	.....	38
1905.....	943,750	.....	5,340,499	.....	8,298	.....	5,441,689	.....	30
1906.....	1,001	.....	5,670,082	.....	8,428	.....	5,674,044	.....	40
1907.....	861,466	.....	5,006,798	.....	8,420	.....	5,010,701	.....	35
1908.....	930,413	.....	6,263,209	.....	8,808	.....	6,371,862	.....	38
1909.....	878,523	.....	6,330,842	.....	9,069	.....	6,451,042	.....	33
1910.....	782,517	.....	6,554,649	.....	9,328	.....	6,668,986	.....	36

No. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1910, BY CUSTOMS DISTRICTS.

[This table does not include yachts nor boats and lighters, decked and not masted, employed within the harbor of any town or city; nor canal boats and barges, without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State; nor barges or boats plying on rivers or lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers; nor boats under 5 tons net.]

States and customs districts in which built	Sailing vessels.		Steam vessels.		Canal boats		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS										
Maine:	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Passamaquoddy.....	1	13	4	74					5	87
Machias.....	1	650	2	24					3	674
Frenchmans Bay.....	1	50							1	50
Castine.....			1	11					1	11
Belfast.....	1	512	3	29					4	571
Waldoboro.....	1	772	14	257					15	1,029
Wiscasset.....	1	16	3	34					4	50
Bath.....	3	5,299	2	292			2	32	7	5,623
Portland and Falmouth.....			3	30			1	177	4	207
Kennebunk.....							1	140	1	140
Massachusetts:										
Gloucester.....	8	1,036	1	30					9	1,066
Marblehead.....			1	8					1	8
Boston and Charlestown.....	3	1,574	14	4,334			1	265	18	6,173
Barnstable.....	1	9	6	41					7	50
Edgartown.....			1	12					1	12
Fall River.....			1	7					1	7
Rhode Island:										
Providence.....			1	0					1	6
Bristol and Warren.....			2	27					2	27
Newport.....			3	34					3	34
Connecticut:										
Stonington.....	2	1,694	2	959			1	365	5	3,008
New London.....	1	601	1	9					2	610
Hartford.....			2	19			10	3,879	12	3,898
New Haven.....			1	15					1	15
Bridgeport.....			3	86					3	86
New York:										
New York.....	4	1,310	57	7,118	16	1,804	55	16,581	132	26,816
New Jersey:										
Newark.....			1	5					1	5
Perth Amboy.....			2	129			8	1,800	10	1,935
Little Egg Harbor.....			2	18					2	18
Great Egg Harbor.....	2	14	21	212					23	226
Bridgeton.....	7	165	3	33					10	198
Pennsylvania:										
Philadelphia.....	1	1,290	12	9,286			4	3,391	17	13,967
Delaware:										
Delaware.....	2	118	9	5,231			1	132	12	5,481
Maryland:										
Baltimore.....	4	1,780	12	27,833			7	2,609	23	32,291
Annapolis.....	2	81	1	8					3	89
Eastern Maryland.....	8	915	12	142			2	512	22	1,569
District of Columbia:										
Georgetown.....			1	20					1	20
Virginia:										
Tappahannock.....			1	15					1	15
Newport News.....	1	19	9	34,925			3	2,300	13	37,253
Norfolk and Portsmouth.....	1	10	4	54			1	353	6	417
Cherrystone.....	3	21	6	60					9	81
North Carolina:										
Albemarle.....	1	7	2	12					3	19
Pamlico.....	1	6	5	61					6	67
Beaufort.....			4	87			1	54	5	141
Wilmington.....	1	14	2	51					3	65
South Carolina:										
Georgetown.....			5	39					5	39
Charleston.....			6	108					6	108
Beaufort.....			2	20					2	20
Georgia:										
Savannah.....	1	8	4	117					5	125
Brunswick.....	2	32	10	222					12	254
St. Marys.....			1	6					1	6
Florida:										
Jacksonville.....	1	9	16	214					17	223
St. Augustine.....	2	16	8	79					10	95
Key West.....	1	27	8	132					9	159

No. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1910, BY CUSTOMS DISTRICTS—Continued.

States and customs districts in which built	Sailing vessels.		Steam vessels		Canal boats		Barges		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS—continued.										
Florida—Continued.										
Tampa.....	14	152	4	42	..	..	..	..	18	194
St Marks.....	..	..	1	22	..	..	2	77	3	99
Apalachicola.....	1	7	2	13	..	..	..	..	3	20
Pensacola.....	1	55	3	130	..	..	..	..	4	185
Alabama:										
Mobile.....	..	..	5	62	..	..	3	444	8	506
Mississippi:										
Pearl River.....	9	638	7	100	..	..	..	..	16	738
Louisiana:										
New Orleans.....	1	9	2	36	..	..	1	171	4	216
Teche ..	1	8	12	314	..	..	7	2,307	20	2,689
Texas:										
Sabine.....	1	8	7	72	..	..	2	277	10	357
Galveston.....	1	12	12	151	..	..	2	319	15	482
Salina.....	10	70	5	54	..	..	2	49	17	172
Corpus Christi.....	2	18	1	8	..	..	..	..	3	26
Total Atlantic and Gulf coasts.....	110	19,081	358	93,578	16	1,081	117	36,362	601	150,828
PORTO RICO.										
Porto Rico:										
Porto Rico.....	5	29	2	102	..	..	..	..	7	131
PACIFIC COAST.										
California:										
San Diego.....	3	104	1	13	..	..	..	..	4	117
Los Angeles.....	..	..	6	216	..	..	..	..	6	216
San Francisco.....	1	32	64	4,752	..	..	..	..	65	4,784
Humboldt.....	..	..	3	1,277	..	..	..	..	3	1,277
Oregon:										
Coos Bay.....	..	..	6	231	..	..	1	934	7	1,165
Yacquina.....	..	..	2	75	..	..	..	..	2	75
Astoria.....	..	..	13	170	..	..	..	..	13	170
Portland.....	1	16	10	1,279	..	..	..	..	11	1,295
Washington:										
Puget Sound.....	2	28	102	1,037	..	..	46	5,203	150	7,168
Alaska:										
Alaska.....	4	57	9	431	..	..	5	115	18	603
Total Pacific coast.....	11	237	216	10,381	..	..	52	6,252	279	16,870
NORTHERN LAKES.										
New York:										
Champlain.....	..	..	..	..	14	1,703	..	..	14	1,703
Cape Vincent.....	..	..	2	17	..	..	3	185	5	202
Oswego.....	..	..	..	..	2	227	..	..	2	227
Genesee.....	..	..	6	50	..	..	..	..	6	50
Niagara.....	..	..	1	7	1	114	..	..	2	121
Buffalo Creek.....	..	..	10	2,226	17	1,872	7	2,606	34	6,704
Pennsylvania:										
Erie.....	..	..	4	107	..	..	..	..	4	107
Ohio:										
Cuyahoga.....	..	..	23	79,508	..	..	2	366	25	79,874
Sandusky.....	..	..	1	14	..	..	..	..	1	14
Miami.....	..	..	6	8,892	..	..	11	2,175	17	11,067
Michigan:										
Detroit.....	..	..	12	37,359	..	..	9	2,261	21	39,620
Huron.....	..	..	6	9,908	..	..	1	44	7	10,012
Superior.....	..	..	6	81	..	..	1	323	7	404
Michigan.....	..	..	55	1,315	..	..	2	871	57	2,186
Illinois:										
Chicago.....	..	..	4	277	..	..	2	531	6	808
Wisconsin:										
Milwaukee.....	..	..	51	9,252	..	..	20	6,150	71	15,402
Minnesota:										
Duluth.....	..	..	1	14	..	..	1	230	2	244
Total northern lakes.....	..	..	188	140,093	34	3,916	59	15,742	281	168,751

* Seagoing vessels; for vessels in river trade, see p. 216.

No. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1910, BY CUSTOMS DISTRICTS—Continued.

States and customs districts in which built.	Sailing vessels.		Steam vessels.		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
WESTERN RIVERS.										
Louisiana:										
New Orleans ^a			9	163					9	163
Mississippi:										
Vicksburg.....			7	106					7	106
Tennessee:										
Memphis ^b			27	624					27	624
Nashville ^b			4	130					4	130
Chattanooga ^b			10	233			11	215	21	508
Kentucky:										
Paducah ^b	1	8	7	232					8	240
Louisville ^b			13	915					13	915
Missouri:										
St. Louis ^b			10	115					10	115
Kansas City ^b			3	80					3	80
North Dakota:										
North and South Dakota.....							1	73	1	73
Montana:										
Montana and Idaho.....			1	30					1	30
Iowa:										
Burlington ^b			3	29			4	46	7	75
Dubuque ^b			3	112					3	112
Minnesota:										
Minnesota.....			7	394					7	394
Wisconsin:										
La Crosse ^b			1	6					1	6
Illinois:										
Chicago—										
Rock Island.....			13	144					13	144
Peoria.....			2	22					2	22
Indiana:										
Evansville ^b			22	241					22	241
Ohio:										
Cincinnati ^b			11	116					11	116
West Virginia:										
Wheeling ^b			19	1,087			4	307	23	1,394
Total western rivers.....	1	8	172	4,839			20	611	193	5,488

SUMMARY.

Atlantic and Gulf coasts.....	110	19,084	358	93,578	10	1,804	117	36,362	601	150,828
Porto Rico.....	5	29	2	102					7	131
Pacific coast.....	11	237	216	10,381			52	6,252	279	16,870
Northern lakes.....			188	149,093	34	3,916	59	15,742	281	168,751
Western rivers.....	1	8	172	4,839			20	611	193	5,488
Grand total.....	127	19,358	936	257,993	50	5,720	248	58,997	1,361	312,068

^a Vessels in river trade only; for seagoing vessels, see p. 215.

^b A port in the customs district of New Orleans.

NO. 19.—CLASS, NUMBER, AND GROSS TONNAGE OF SAILING VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1910.

Geographical distribution	Brigantines		Schooners		Sloops		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Atlantic and Gulf coasts	1	193	73	18,050	39	835	110	19,084
Porto Rico					5	20	5	20
Pacific coast			0	208	2	20	11	237
Western rivers					1	8	1	8
Total	1	193	82	18,261	44	901	127	19,358

NO. 20.—CLASS, NUMBER, AND GROSS TONNAGE OF STEAM VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1910

Geographical distribution.	River						Lake		Ocean		Total	
	Side-wheel.		Stern-wheel		Screw		Screw.		Screw			
	No.	Tons.	No.	Tons.	No.	Tons.	No	Tons.	No.	Tons	No	Tons.
Atlantic and Gulf coasts.....	2	3,800	8	382	332	13,085	..	..	10	70,311	358	93,578
Porto Rico.....	..	..	..	..	2	102	..	..	..	..	2	102
Pacific coast.....	..	..	15	2,828	198	4,095	..	..	3	3,468	216	10,351
Northern lakes.....	..	..	1	181	159	5,518	28	143,391	..	..	188	149,093
Western rivers.....	1	191	110	4,019	58	620	..	..	..	..	172	1,830
Total.....	6	3,991	134	7,413	749	23,429	28	143,391	19	79,769	986	257,993

NO. 21.—CLASS, NUMBER, AND GROSS TONNAGE OF STEEL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1910

Port.	Sail		Steam.		Barge.		Total	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Boston, Mass.	2	736	2	4,079	1	265	5	5,080
New York, N. Y.	1	607	7	4,207	1	432	9	5,246
Philadelphia, Pa.	1	1,290	7	9,103	3	3,193	11	13,675
Wilmington, Del.			3	4,780			3	4,780
Baltimore, Md.	1	1,034	8	27,770			9	28,804
Newport News, Va.			7	34,901	3	2,309	10	37,210
San Juan, P. R.			1	62			1	62
Memphis, Tenn.			3	30			3	30
Dubuque, Iowa.			1	89			1	89
Buffalo, N. Y.			7	1,941	3	2,190	10	4,131
Cleveland, Ohio.			19	79,442			19	79,442
Toledo, Ohio.			3	8,727			3	8,727
Detroit, Mich.			9	37,275	1	316	10	37,591
Port Huron, Mich.			2	9,926			2	9,926
Grand Haven, Mich.			6	823	2	871	8	1,694
Milwaukee, Wis.			2	8,549	5	2,361	7	10,910
San Francisco, Cal.	1	32	6	2,951			7	2,983
Portland, Oreg.			1	214			1	214
Total	6	3,690	94	234,988	10	11,937	119	250,624

No. 22.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1797-1910.

Year ended—	Sailing vessels.				Steam vessels.				Canal boats.		Barges.		Grand total.		Year.
	Ships, barks, and bks.	Brigs.	Schoon-ers.	Sloops. ^a	Num-ber. ^a	Gross tons. ^a	Side-wheel.	Pro-PELLER.	Num-ber.	Gross tons.	Num-ber.	Gross tons.	Num-ber.	Gross tons.	
Dec. 31—															
1797	34	53	401	147	635	56,679							635	56,679	1797
1798	87	121	382	167	757	49,435							757	49,435	1798
1799	128	176	487	204	995	77,921							995	77,921	1799
1800						106,261								106,261	1800
1801														124,755	1801
1802 ^b														88,448	1802
1803														108,753	1803
1804														128,407	1804
1805														126,093	1805
1806														99,753	1806
1807														91,397	1807
1808														127,874	1808
1809														146,694	1809
1810														88,118	1810
1811														92,553	1811
1812	3	21	312	128	364	84,691			1	157			371	84,848	1812
1813	3	11	312	162	488	91,153			2	1,430			490	92,583	1813
1814	136	224	680	284	1,324	154,694			5	2,713			1,329	157,407	1814
1815	76	158	424	424	1,414	131,657			17	3,519			1,431	135,176	1815
1816	34	80	531	394	1,077	88,392			10	1,823			1,087	89,215	1816
1817	53	85	438	322	898	89,421			23	7,025			1,110	96,446	1817
1818	53	82	473	240	848	79,379			28	7,204			1,138	86,583	1818
1819	43	60	301	132	535	47,731			12	3,610			517	51,341	1819
1820	43	89	248	177	557	55,596			16	2,222			639	57,818	1820
1821	64	131	200	108	503	73,547			33	3,099			639	77,647	1821
1822	55	127	200	169	551	72,735			35	3,846			639	77,647	1822
1823	56	156	277	166	755	86,832			41	6,817			639	93,649	1823
1824	56	157	277	168	759	109,547			35	11,192			639	120,739	1824
1825	56	157	277	168	759	109,547			35	11,192			639	120,739	1825
1826	58	137	432	227	897	115,091			32	8,831			639	124,922	1826
1827	58	135	444	242	899	97,475			34	6,085			639	103,560	1827
1828	73	108	474	197	882	92,879			35	11,192			639	104,071	1828
1829	44	108	484	145	741	68,216			35	11,192			639	79,408	1829
1830	25	56	403	116	600	51,491			35	11,192			639	62,683	1830
1831	72	95	416	94	677	80,231			35	11,192			639	91,423	1831
1832	132	143	588	122	965	129,143			100	15,401			1,065	144,544	1832
1833	144	169	621	181	1,122	150,738			65	10,734			1,187	161,472	1833
1834	98	94	497	180	869	105,332			28	13,057			735	118,389	1834
Sept. 30—															
1835	43	55	331	164	533	64,338			72	10,769			735	75,107	1835
1836	93	63	444	164	766	92,046			145	23,214			911	115,320	1836

[illegible]

b No record.

² Including canal boats and barges prior to 1868,

No. 22.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1797-1910—Continued.

Year ended June 30—	Sailing vessels.					Steam vessels.					Canal boats.		Barges.		Total.		Year.	
	Ships, barks, and barks.	Brigs.	Schooners.	Sloops.	Num-ber.	Gross tons.	Side-wheel.	Stern-wheel.	Pro-peller.	Num-ber.	Gross tons.	Num-ber.	Gross tons.	Num-ber.	Gross tons.			
1886	8	1	276	120	405	41,237	18	80	142	240	44,645	23	2,979	47	6,770	715	95,453	1886
1887	7	1	258	181	447	34,653	24	69	206	249	160,074	36	4,180	62	11,563	844	150,450	1887
1888	4	0	275	144	423	48,580	33	84	313	430	142,006	40	4,263	121	23,227	1,014	218,086	1888
1889	1	0	286	192	489	50,570	28	87	325	440	159,318	55	9,482	60	11,794	1,077	231,134	1889
1890	10	0	347	148	505	102,573	26	89	285	410	159,045	63	4,346	66	27,854	1,051	294,122	1890
1891	13	0	447	272	723	144,290	28	111	319	488	185,037	109	7,059	109	32,916	1,384	369,302	1891
1892	8	0	423	415	846	83,217	26	105	307	488	92,331	57	4,580	74	19,308	1,345	190,633	1892
1893	8	1	363	181	463	49,348	19	93	268	380	134,308	55	24,132	55	24,132	956	211,630	1893
1894	3	0	263	221	486	37,827	17	70	161	248	83,720	14	1,522	54	9,120	858	131,165	1894
1895	3	0	208	208	397	34,960	17	70	161	248	83,720	14	1,522	54	9,120	858	131,165	1895
1896	2	0	188	182	369	65,296	25	84	177	256	138,028	13	1,455	38	5,723	723	227,096	1896
1897	1	0	177	177	338	64,308	20	88	180	288	106,153	19	1,411	109	21,385	891	180,468	1897
1898	1	0	159	194	420	98,073	15	182	243	439	151,055	12	1,411	179	34,818	952	232,282	1898
1899	3	0	223	194	504	116,400	19	117	289	422	202,525	79	9,078	140	70,310	1,273	300,038	1899
1900	4	0	259	261	526	126,145	21	131	354	546	273,591	403	4,402	157	54,655	1,550	493,489	1900
1901	9	0	316	256	581	97,698	27	137	415	579	308,176	257	4,539	403	58,410	1,491	408,531	1901
1902	3	0	169	169	470	89,979	28	131	392	551	271,781	271	2,215	271	55,137	1,311	378,542	1902
1903	0	0	208	127	330	64,908	13	164	439	613	265,744	19	2,753	271	55,137	1,284	436,152	1903
1904	0	0	115	115	310	79,418	10	164	386	560	137,702	25	3,248	202	49,948	1,102	330,316	1904
1905	0	0	154	75	229	35,209	16	147	457	674	363,405	30	8,822	202	49,948	1,221	418,735	1905
1906	0	0	66	66	147	24,907	15	149	510	674	363,405	30	8,822	239	58,997	1,221	418,735	1906
1907	0	0	81	81	147	31,981	12	193	718	923	481,624	63	4,970	274	74,443	1,457	614,216	1907
1908	0	0	76	58	134	31,981	12	167	642	821	148,208	46	4,970	354	95,641	1,457	614,216	1908
1909	0	0	81	69	141	28,593	12	167	642	821	148,208	46	4,970	204	58,640	1,247	288,680	1909
1910	0	1	82	44	127	19,358	6	134	796	946	257,943	59	5,720	246	58,997	1,361	342,008	1910

For a separate report of metal vessels built, see Statement No. 24.

No. 23.—NUMBER AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1857-1910.

Year ended June 30—	New England coast.		Middle Atlantic and Gulf coasts.		Pacific coast.		Total seaboard.		Northern lakes.		Western rivers.		Total United States.		Year.
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
1857	412	183,685	...	100,583	12	1,185	...	285,453	...	51,498	...	41,584	1,434	378,805	1857
1858	321	108,802	...	71,426	18	2,124	...	177,412	...	6,142	...	35,659	1,235	244,713	1858
1859	247	79,322	...	51,916	24	2,056	...	133,294	...	3,160	...	17,128	870	156,602	1859
1860	348	134,289	...	33,524	30	2,023	...	169,836	...	11,992	...	32,970	1,071	214,798	1860
1861	304	104,675	...	70,370	49	4,716	...	179,707	...	23,407	...	29,940	1,143	238,194	1861
1862	126	45,525	...	64,368	28	2,524	...	112,487	...	53,804	...	8,785	884	176,076	1862
1863	173	79,576	...	133,420	32	2,671	...	215,687	...	67,972	...	27,407	1,823	311,046	1863
1864	202	112,611	...	192,957	53	4,853	...	310,421	...	49,151	...	66,576	2,366	415,741	1864
1865	328	135,252	...	152,238	41	3,816	...	291,308	...	36,041	...	66,576	1,788	394,523	1865
1866	407	121,333	...	104,931	40	6,124	...	282,888	...	30,204	...	70,555	1,888	336,147	1866
1867	451	135,189	...	91,297	65	4,824	...	200,810	...	39,679	...	55,106	1,519	305,695	1867
1868	358	98,915	...	70,046	68	6,851	...	175,812	...	56,798	...	52,695	1,802	286,305	1868
1869	328	103,604	...	72,059	127	15,531	...	181,194	...	49,460	...	34,576	1,726	275,230	1869
1870	351	110,584	...	59,532	111	12,720	1,081	182,836	820	37,258	217	56,859	1,618	276,953	1870
1871	339	64,366	...	811	44	5,824	1,194	156,249	274	43,897	287	23,061	1,755	273,227	1871
1872	243	46,269	...	926	44	2,270	1,189	138,071	232	4,911	299	48,650	1,643	209,052	1872
1873	302	76,406	...	1,233	52	5,475	1,367	218,139	445	92,445	326	63,646	2,147	432,725	1873
1874	377	136,251	...	964	63	10,859	1,404	277,083	417	91,656	326	63,646	2,147	432,725	1874
1875	353	151,497	...	540	70	13,428	838	182,826	146	23,294	326	63,646	2,147	432,725	1875
1876	286	95,288	...	450	102	16,822	838	182,826	146	23,294	326	63,646	2,147	432,725	1876
1877	277	90,992	...	383	88	12,718	708	132,966	101	8,903	326	63,646	2,147	432,725	1877
1878	231	90,386	...	403	63	11,333	697	121,138	101	11,438	400	98,928	1,258	235,304	1878
1879	163	55,574	...	429	65	11,207	657	101,683	95	15,335	380	62,213	1,132	193,031	1879
1880	184	46,374	...	405	41	6,943	630	101,720	137	22,890	335	32,791	1,062	157,410	1880
1881	187	64,468	...	466	58	75	711	125,766	215	37,504	382	81,189	1,068	280,459	1881
1882	304	93,965	...	586	58	15,777	955	188,084	254	58,369	153	35,817	1,371	252,270	1882
1883	342	110,226	...	539	82	16,738	972	210,840	171	28,638	125	26,443	1,248	266,450	1883
1884	250	84,046	...	473	61	10,630	962	178,419	135	30,431	93	16,664	1,190	225,514	1884
1885	173	48,233	...	373	76	11,038	722	121,010	117	20,626	91	10,595	713	139,036	1885
1886	111	30,024	...	355	58	5,914	554	64,433	85	20,400	76	10,595	844	156,450	1886
1887	101	24,065	...	439	49	9,140	613	83,061	162	56,488	79	10,901	1,001	150,450	1887
1888	150	33,813	...	454	49	356	708	105,125	222	101,103	84	11,859	1,014	218,067	1888
1889	174	50,833	...	453	63	19,346	769	111,832	225	107,080	83	12,302	1,707	231,124	1889
1890	305	73,377	...	695	78	12,335	756	160,001	191	108,525	104	16,964	1,051	294,123	1890
1891	194	60,833	...	453	122	19,070	1,005	237,462	204	111,556	114	10,984	1,384	300,302	1891
1892	327	105,491	...	617	99	20,770	1,127	188,863	169	45,969	99	14,801	1,395	199,633	1892
1893	366	107,694	...	692	132	19,346	1,127	188,863	169	45,969	99	14,801	1,395	199,633	1893
1894	192	26,565	...	447	52	52,013	1,015	80,099	175	99,271	82	9,111	950	131,639	1894
1895	145	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1895
1896	163	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1896
1897	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1897
1898	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1898
1899	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1899
1900	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1900
1901	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1901
1902	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1902
1903	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1903
1904	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1904
1905	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1905
1906	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1906
1907	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1907
1908	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1908
1909	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1909
1910	156	26,753	...	308	58	5,392	527	67,127	98	41,955	82	9,111	950	131,639	1910

No. 23.—NUMBER AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1857-1910—Continued.

Year ended June 30—	New England coast.		Middle Atlantic and Gulf coasts.		Pacific coast.		Total seaboard.		Northern lakes.		Western rivers.		Total United States.		Year.
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
1899	144	68,761	467	85,825	306	41,534	937	196,120	122	80,366	214	23,552	1,273	300,038	1899
1900	199	72,179	605	126,473	303	41,354	1,107	249,006	125	130,611	215	14,173	1,447	393,790	1900
1901	201	82,671	622	153,977	271	54,568	1,104	251,977	175	169,085	311	22,888	1,580	483,489	1901
1902	225	75,852	748	161,211	224	53,059	1,137	260,122	133	108,573	161	9,836	1,491	408,831	1902
1903	203	66,973	644	177,887	191	43,336	1,038	288,186	123	136,844	160	11,112	1,311	436,152	1903
1904	170	51,417	532	135,203	176	21,608	878	208,783	119	159,433	187	10,821	1,184	378,542	1904
1905	192	119,377	469	91,224	162	20,115	823	230,716	101	93,123	178	6,477	1,102	330,316	1905
1906	146	32,311	507	94,311	197	20,261	880	146,883	204	205,271	167	6,581	1,221	418,745	1906
1907	106	44,428	502	140,134	207	35,191	815	219,733	177	241,291	165	7,288	1,157	471,522	1907
1908	151	70,903	524	138,984	359	57,050	1,094	265,937	216	341,165	207	6,114	1,457	614,216	1908
1909	130	27,237	460	81,752	276	22,759	846	183,748	174	100,402	207	5,940	1,247	238,080	1909
1910	111	23,442	497	127,517	279	16,870	887	167,829	281	168,751	193	5,488	1,361	322,068	1910

No. 24.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1838-1910.

[These vessels are included in Statement No. 22.]

Year ended June 30—	Sailing vessels		Steam vessels.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1838.....			1	198			1	198
1839.....			1	196			1	196
1840.....			1	199			1	199
1841.....			1	303			1	303
1842.....			2	274			2	274
1843.....			3	396			3	396
1844.....			1	65			1	65
1845.....			4	808	5	575	9	1,383
1846.....			5	1,592	1	230	6	1,822
1847.....			2	910			2	910
1848.....								
1849.....								
1850.....			2	586			2	586
1851.....			1	176			1	176
1852.....								
1853.....			4	1,548	3	523	7	2,071
1854.....			8	2,569			8	2,569
1855.....	1	216	5	1,393	1	282	7	1,891
1856.....			2	473			2	473
1857.....	1		12	3,062			12	3,062
1858.....	1	34	10	3,132	2	200	13	3,366
1859.....	1	252	7	2,208	1	102	9	2,622
1860.....			18	9,637			18	9,637
1861.....			11	4,079			11	4,079
1862.....			15	8,761			15	8,761
1863.....			14	6,197			14	6,197
1864.....			5	2,282			5	2,282
1865.....			9	4,007			9	4,007
1866.....			17	8,343			17	8,343
1867.....	1	2	14	7,172	1	286	15	7,174
1868.....			14	5,060	1	286	15	5,046
1869.....	1	358	16	6,425			17	6,783
1870.....	1	679	15	6,547			16	7,226
1871.....	1	36	23	14,130	1	27	25	14,202
1872.....			26	15,751			26	15,751
1873.....			25	22,210	1	437	26	22,646
1874.....	1	1,470	24	31,014	1	527	26	33,041
1875.....			20	21,620			20	21,620
1876.....			25	20,984			25	20,984
1877.....			7	5,985			7	5,985
1878.....			31	25,837			31	25,837
1879.....			28	22,749			28	22,749
1880.....	2	408	30	25,525			32	25,933
1881.....	1	36	40	25,999			41	26,035
1882.....	1	113	50	46,480			51	46,593
1883.....	1	2,032	40	40,110			41	51,142
1884.....	3	4,431	35	22,896			38	37,267
1885.....	2	756	48	43,415			50	44,171
1886.....	2	118	24	14,505			26	14,623
1887.....	1	92	34	36,226			35	36,318
1888.....	3	317	43	37,921	1	428	47	38,666
1889.....	2	95	52	62,261			54	62,356
1890.....	2	184	61	79,342	5	5,133	68	84,659
1891.....	4	251	81	102,630	6	6,305	91	109,146
1892.....	5	415	52	45,896	4	4,958	61	51,269
1893.....	8	2,012	61	82,933	9	11,717	78	96,662
1894.....	2	4,647	38	46,889			40	51,536
1895.....	3	5,267	37	43,335	5	704	45	49,306
1896.....	6	15,800	47	82,311	7	3,487	60	101,598
1897.....	10	31,424	48	83,140	13	11,521	71	126,085
1898.....	2	6,724	52	48,560	10	7,041	64	62,325
1899.....	5	10,152	83	112,781	4	2,823	92	131,756
1900.....	11	29,168	81	167,957			92	197,125
1901.....	12	21,746	102	236,159	7	4,835	121	262,730
1902.....	3	8,406	102	270,932	2	1,024	107	280,362
1903.....	4	12,184	100	240,107	4	5,928	108	268,219
1904.....	4	16,290	88	222,307	6	3,483	98	241,080
1905.....	5	3,225	68	170,301	10	9,111	89	182,640
1906.....	4	3,677	100	289,094	11	5,199	115	297,370
1907.....	4	5,655	108	333,516	17	9,354	129	348,555
1908.....			132	442,625	17	7,392	149	450,017
1909.....	9	7,985	67	123,142	13	5,796	89	136,923
1910.....	6	3,699	94	234,988	19	11,937	119	250,621

NO. 25.—TONNAGE OF VESSELS OF THE UNITED STATES WHICH HAVE BEEN BUILT, ADMITTED TO REGISTRY BY ACTS OF CONGRESS, ETC., AND THOSE WHICH HAVE BEEN LOST, ABANDONED, SOLD TO ALIENS, ETC., 1813-1910.

Year ended—	Built.	Special acts.	General act (Dec. 23, 1852).	Renationalized (act Mar. 3, 1897).	Purchased from United States.	Captured from enemy.	Other sources.	Total increase.	Lost.	Abandoned.	Sold to United States.	Captured by enemy.	Exempt (act 1874).	Other causes.	Total decrease.	Annual increase or decrease (—).	Year.
Dec. 31—																	
1813	32,593					1,390		33,973	45,273	2,955	56,954	28,556		€ 1,739	135,477	-103,339	1813
1814	29,751					5,817		35,568	5,976	1,337	15,193	16,146			38,652	7,419	1814
1815	155,579					4,223		202,800	17,503	2,303	15,193	30,774			61,162	208,019	1815
1816	135,180					3,687		140,867	22,591	6,701	23,370				52,671	4,091	1816
1817	87,620					1,380		88,817	31,496	8,411	14,238				48,312	27,603	1817
1818	87,340					1,616		88,956	31,496	10,722	15,107				57,225	17,727	1818
1819	86,670					1,773		88,443	24,104	13,024	11,364				48,557	35,567	1819
1820	51,394					1,831		53,225	23,833	13,656	6,082				43,531	19,415	1820
1821	57,273					245		57,518	27,175	17,364	8,350				32,889	18,791	1821
1822	77,899					67		77,966	21,523	17,075	5,710				39,045	25,741	1822
1823	73,867					74		73,941	24,744	13,316	9,268				47,402	11,867	1823
1824	93,735	183				211		94,046	22,880	13,236	12,818				49,251	52,337	1824
1825	116,401					276		116,677	46,933	11,055	9,948				67,996	33,945	1825
1826	130,373					743		131,116	20,934	12,063	13,994				48,776	111,089	1826
1827	106,330					59		106,389	29,246	13,739	19,043				62,045	86,416	1827
1828	95,904	279				237		96,201	24,462	11,810	14,677				50,662	130,755	1828
1829	79,435					79		79,514	17,652	11,454	14,093				43,337	43,594	1829
1830	85,553					125		85,678	17,731	11,543	10,055				39,427	19,022	1830
1831	134,541	33				94		134,735	23,808	8,839	9,730				42,417	76,670	1831
1832	161,492	280				210		161,702	24,506	6,877	6,083				31,603	171,604	1832
1833	101,492					270		101,762	15,335	5,226	2,492				23,523	106,701	1833
1834	113,339							113,339	11,914	5,130	4,725				21,769	132,756	1834
Sept. 30—									(d)	(d)							
1835	75,107							75,107	19,109	5,836	7,617				7,617	66,034	1835
1836	116,220					56		116,276	19,109	5,836	10,400				35,454	57,161	1836
1837	125,013							125,013	24,365	8,946	9,916				43,277	14,384	1837
1838	115,013					117		115,130	21,606	5,459	5,389				32,451	98,954	1838
1839	125,260					213		125,473	21,114	8,095	5,769				35,039	100,839	1839
1840	121,203	40				260		121,463	31,466	10,067	13,837				55,427	84,285	1840
1841	123,630	70				88		123,718	19,638	5,692	12,713				38,073	50,020	1841
1842	129,806	126				102		130,104	28,420	11,476	7,770				47,666	38,333	1842
June 30—									(d)	(d)							
1843	63,888					131		64,019	23,033	6,933	9,203				39,388	66,212	1843
1844	109,527					614		110,141	18,273	7,976	7,227				33,549	121,493	1844
1845	146,037					426		146,463	31,540	7,279	8,369				37,158	136,906	1845
1846	189,203	255						189,458	31,212	7,680	10,932				49,224	145,083	1846
1847	243,633	255				63		243,796	10,100	16,946	9,176				69,521	276,901	1847
1848	318,075	1,650				243		318,318	7,154	12,456	7,705				62,042	314,905	1848
1849	256,988	997				255		257,243	30,209	10,549	12,021				53,479	179,974	1849
1850	279,255	409				9,983		289,238	34,748	6,733	13,468				54,969	201,438	1850

1851	299,472	451	1,101	301,144	30,825	5,863	15,247	51,925	238,955	1851
1852	355,326	721	1,523	356,077	38,910	6,636	17,821	62,467	306,001	1852
1853	427,404	1,019	133	430,177	46,070	9,608	10,053	63,313	308,970	1853
1854	526,046	1,261	1,521	537,538	63,073	9,513	60,063	122,569	405,992	1854
1855	583,430	1,708	617	586,102	61,217	11,376	63,887	122,569	407,606	1855
1856	480,233	1,276	1,007	479,669	76,032	11,376	42,108	510,703	340,248	1856
1857	378,504	2,006	1,559	380,993	82,439	16,086	36,305	681,135	301,899	1857
1858	244,712	2,600	1,74	245,303	63,462	16,086	36,305	404,367	168,465	1858
1859	156,602	4,097	996	162,205	32,368	13,872	30,860	168,633	108,200	1859
1860	214,797	2,935	135	215,453	66,301	15,080	17,418	1,363	208,630	1860
1861	273,194	370	362	274,764	59,897	17,904	36,649	1,413	208,630	1861
1862	175,075	521	541	180,763	41,332	14,802	117,766	143,536	175,945	1862
1863	311,045	2,579	283	312,633	32,041	10,817	222,189	300,703	47,079	1863
1864	415,740	674	1,109	427,065	64,831	13,210	300,865	329,003	165,656	1864
1865	383,805	692	2,239	401,166	47,033	4,078	133,832	212,768	165,656	1865
1866	336,146	5,067	131	337,313	36,893	2,116	133,832	212,768	165,656	1866
1867	303,528	3,002	2,459	304,513	28,041	14,308	13,767	193,073	165,656	1867
1868	285,304	3,040	6,143	286,748	95,015	13,489	13,767	193,073	165,656	1868
1869	276,230	4,211	3,836	277,968	106,198	22,830	19,063	187,922	207,118	1869
1870	276,938	1,143	3,063	281,008	94,598	24,489	17,779	187,922	207,118	1870
1871	273,262	1,926	2,711	273,807	75,887	32,071	19,572	187,922	207,118	1871
1872	269,692	1,875	1,062	269,807	64,080	30,589	23,763	187,922	207,118	1872
1873	359,245	1,445	1,711	360,598	86,108	33,682	77,054	187,922	207,118	1873
1874	432,725	3,235	3,442	434,176	91,740	39,637	23,541	187,922	207,118	1874
1875	267,638	1,682	1,145	268,823	103,415	45,845	33,253	187,922	207,118	1875
1876	267,638	1,682	1,145	268,823	103,415	45,845	33,253	187,922	207,118	1876
1877	267,638	1,682	1,145	268,823	103,415	45,845	33,253	187,922	207,118	1877
1878	267,638	1,682	1,145	268,823	103,415	45,845	33,253	187,922	207,118	1878
1879	191,060	318	1,432	192,492	125,627	58,947	43,070	187,922	207,118	1879
1880	357,400	397	1,774	359,174	125,627	58,947	43,070	187,922	207,118	1880
1881	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1881
1882	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1882
1883	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1883
1884	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1884
1885	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1885
1886	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1886
1887	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1887
1888	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1888
1889	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1889
1890	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1890
1891	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1891
1892	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1892
1893	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1893
1894	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1894
1895	280,263	1,367	1,832	282,105	125,627	58,947	43,070	187,922	207,118	1895

a Including alien vessels forfeited for violation of United States laws.

b Not fully reported prior to 1901.

c Commissioned as privateers.

d Included in report for 1896.

e The Register of the Treasury reports: "This difference * * * arises from corrections made by striking from the balance of outstanding tonnage such vessels as have been sold to foreigners, lost, and condemned in previous years, not heretofore reported to this office by the collectors."

f The Register of the Treasury reports: "This difference arises * * * from no returns of tonnage being received from the rebel districts."

No. 25.—TONNAGE OF VESSELS OF THE UNITED STATES WHICH HAVE BEEN BUILT, ADMITTED TO REGISTRY BY ACTS OF CONGRESS, ETC., AND THOSE WHICH HAVE BEEN LOST, ABANDONED, SOLD TO ALIENS, ETC., 1813-1910—Continued.

Year ended June 30—	Built.	Special acts.	General act (Dec. 23, 1852).	Renat- ural- ized (act Mar. 2, 1897).	Pur- chased from United States.	Cap- tured from enemy. (a)	Other sources. (b)	Total increase	Lost.	Aban- doned.	Sold to aliens.	Sold to United States.	Cap- tured by enemy.	Exempt (act Apr. 18, 1874).	Other causes. (b)	Total decrease.	Annual increase or decrease (-).	Year.
1886.	227,086	7,486	5,704	—	454	—	—	240,740	108,822	34,905	21,797	220	—	7,205	—	17,959	67,920	1886
1887.	252,232	2,438	5,276	—	568	—	—	240,514	109,780	51,251	8,243	66,732	—	16,361	—	176,638	65,140	1887
1888.	130,458	2,945	14,804	1,868	568	—	—	225,143	103,686	33,912	35,411	6,732	—	4,669	—	244,360	19,282	1888
1889.	300,058	12,126	13,330	38,954	433	9,433	—	373,994	174,903	45,355	22,069	8,501	—	9,622	—	261,593	114,500	1889
1890.	303,790	21,893	8,005	5,077	7,757	2,961	26,643	323,994	92,778	34,740	12,031	6,130	—	11,985	7,841	164,535	300,501	1890
1891.	463,489	41,838	12,382	1,196	4,663	—	9,097	545,054	161,657	39,304	14,367	6,223	—	27,046	1,510	184,305	359,379	1891
1892.	468,851	4,554	5,638	4,128	4,106	—	12,437	497,745	130,907	40,623	7,400	1,019	—	33,215	657	219,001	273,654	1892
1893.	436,152	1,219	12,621	4,782	1,858	—	81,851	471,517	106,781	35,573	1,086	823	—	21,007	82,000	268,504	204,230	1893
1894.	373,942	5,680	15,773	2,958	1,860	—	88,851	466,554	121,388	43,283	8,744	85	—	48,854	82,104	275,069	165,008	1894
1895.	439,216	1,631	10,765	2,682	1,845	—	88,196	440,097	103,785	23,207	10,894	784	—	4,847	94,387	313,932	218,425	1895
1896.	473,235	8,631	9,081	2,681	1,846	—	100,004	504,768	157,111	31,198	14,732	1,910	—	26,740	94,069	322,833	263,825	1896
1897.	471,332	8,971	—	6,451	1,846	—	105,991	504,768	157,111	31,198	14,732	1,910	—	17,877	88,569	322,833	263,825	1897
1898.	517,316	97	—	4,404	1,531	—	66,234	578,653	136,313	27,053	47,209	1,010	—	17,877	88,569	322,833	263,825	1898
1899.	238,090	—	—	4,128	503	—	77,885	207,673	125,788	45,055	25,624	17,313	—	22,773	61,515	301,158	23,310	1899
1910.	342,068	—	—	26	503	—	—	426,493	—	—	—	—	—	—	—	—	119,327	1910

^a Including alien vessels forfeited for violation of United States laws.

^b For particulars of these items, which were not fully reported prior to 1901, see Statement No. 8.

^c Act Dec. 23, 1852, repealed Feb. 22, 1906.

No. 26.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1910.

[These yachts are not included in preceding statements.]

Ports at which documented.	Sailing yachts.		Steam yachts.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Ellsworth.....	4	172	12	334	16	506
Castine.....	2	34	3	120	5	160
Bangor.....	2	92	2	286	4	378
Belfast.....	1	24	8	179	9	203
Waldoboro.....	1	16			1	16
Wiscasset.....	1	22	3	209	4	231
Bath.....			2	52	2	52
Portland, Me.....	5	800	5	110	10	910
Saco.....	1	17			1	17
Portsmouth.....			1	16	1	16
Gloucester.....			1	129	1	129
Salem.....	3	233	7	211	10	444
Marblehead.....	9	210	8	179	17	395
Boston.....	45	1,728	75	5,454	120	7,182
Plymouth.....	1	23	2	236	3	259
Barnstable.....			3	92	3	92
Nantucket.....	4	48			4	48
Edgartown.....	1	16			1	16
New Bedford.....	6	140	5	303	11	449
Fall River.....	1	19	5	201	6	220
Providence.....	1	49	7	377	8	426
Bristol.....	a 9	852	9	630	18	1,482
Newport.....	b 3	308	7	907	10	1,215
Stonington.....	1	17	2	51	3	68
New London.....	4	142	5	2,101	9	2,303
Harford.....	2	71	10	605	12	676
New Haven.....	6	239	9	354	15	593
Bridgeport.....	3	210	24	1,418	27	1,629
New York.....	c 113	4,953	372	34,907	485	39,920
Albany.....			3	131	3	131
Patchogue.....	2	49	12	235	14	284
Port Jefferson.....	1	87	4	256	5	343
Cold Spring.....	1	21	1	17	2	38
Sag Harbor.....			3	324	3	324
Greenport.....	3	90	12	915	15	1,005
Newark.....			2	44	2	44
Perth Amboy.....	3	70	1	38	4	114
Tuckerton.....	1	31			1	31
Somers Point.....			14	277	14	277
Burlington, N. J.....			4	105	4	105
Philadelphia.....	15	670	58	5,451	73	6,121
Wilmington, Del.....	1	63	6	532	7	595
Baltimore.....	2	67	30	1,324	32	1,391
Annapolis.....	2	40	2	37	4	86
Crisfield.....	1	33	2	54	3	87
Washington.....	1	23	8	252	9	305
Tappanhook.....			1	24	1	24
Newport News.....			2	126	2	126
Norfolk.....	1	18	8	248	9	266
Newbern.....			1	116	1	116
Charleston.....			3	88	3	88
Beaufort, S. C.....			2	104	2	104
Savannah.....			5	126	5	126
Brunswick.....			3	117	3	117
Jacksonville.....			16	538	16	538
St. Augustine.....			7	219	7	219
Key West.....	2	34	13	564	15	598
Tampa.....			5	162	5	162
Cedar Keys.....			1	53	1	53
Mobile.....			3	67	3	67
New Orleans.....			7	279	7	279
Port Arthur.....			2	123	2	123
Galveston.....			4	169	4	169
Houston.....			3	110	3	110
Corpus Christi.....			1	66	1	66
Memphis.....			2	110	2	110
St. Louis.....			12	635	12	635
Kansas City.....			2	52	2	52
Dubuque.....			1	22	1	22
St. Paul.....			2	173	2	173
La Crosse.....			1	96	1	96
Rock Island.....			4	649	4	649
Cincinnati.....			1	9	1	9
Pittsburg.....			5	272	5	272
Burlington, Vt.....			5	277	5	277

a Including 1 house boat, 111 tons.

b Including 1 house boat, 48 tons.

c Including 3 house boats, 247

No. 26.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1910—Continued

Ports at which documented	Sailing yachts		Steam yachts		Total.	
	No.	Tons	No.	Tons	No.	Tons.
Plattsburg.....			1	133	4	133
Ogdensburg.....			2	90	2	90
Cape Vincent.....	13	1,332	29	1,012	42	2,374
Oswego.....	1	15	1	170	5	185
Rochester.....	5	134	2	431	7	565
Buffalo.....	1	24	7	522	8	546
Erie.....	2	30	3	27	5	57
Cleveland.....	2	106	4	252	6	358
Sandusky.....			3	101	3	101
Tolledo.....	2	39	6	556	8	595
Detroit.....	3	72	20	1,718	32	1,790
Port Huron.....	1	26	3	322	4	348
Marquette.....			3	99	3	99
Grand Haven.....	1	20	3	138	4	158
Chicago.....	7	192	22	1,290	29	1,482
Milwaukee.....	1	21	10	618	20	639
Duluth.....			4	649	4	649
San Diego.....	2	83	2	67	4	150
Los Angeles.....	2	50	4	260	6	310
San Francisco.....	3	103	3	117	6	226
Portland, Oreg.....			1	19	1	19
Port Townsend.....	6	96	54	1,712	60	1,808
Honolulu.....	2	60			2	60
Total.....	320	11,187	1,082	75,639	1,402	86,826

^a Including 12 house boats, 1,250 tons.

No. 27.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED METAL YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1910.

[These yachts are included in Statement No. 26.]

Ports at which documented.	Sailing yachts.		Steam yachts.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Bangor.....			1	192	1	192
Marblehead.....			1	24	1	24
Boston.....	4	435	12	2,566	16	3,001
Plymouth.....	1		1	195	1	195
New Bedford.....			1	141	1	141
Providence.....	1	49	1	213	2	262
Bristol.....	6	688	1	260	7	948
Newport.....	1	207	2	489	3	696
New London.....	1	27	5	2,161	6	2,188
New Haven.....	1	135			1	135
Bridgeport.....			3	529	3	529
New York.....	21	1,623	79	21,840	100	22,063
Greenport.....	1	40	2	275	3	315
Perth Amboy.....	1	33			1	33
Philadelphia.....	2	246	11	3,226	13	3,472
Wilmington, Del.....			2	410	2	410
Albany.....			4	313	4	313
Shington.....			1	90	1	90
San Francisco.....			2	109	2	109
Arthur.....			1	99	1	99
Louis.....			3	530	3	530
San Francisco.....			1	33	1	33
San Francisco.....			1	74	1	74
San Francisco.....			1	146	1	146
San Francisco.....			1	42	1	42
San Francisco.....			2	283	2	283
San Francisco.....	1	75	1	140	2	215
San Francisco.....			5	823	5	823
San Francisco.....			2	266	2	266
San Francisco.....			1	32	1	32
San Francisco.....			5	556	5	556
San Francisco.....			1	526	1	526
San Francisco.....			2	278	2	278
Total.....	40	3,538	150	36,130	190	39,668

No. 25.—TONNAGE OF VESSELS OF THE UNITED STATES, BY PORTS, JUNE 30, 1910.

Year ended June 30, 1910.

NO. 28.—CLASS, NUMBER, AND GROSS TONNAGE OF YACHTS BUILT IN THE UNITED STATES AND DOCUMENTED, DURING YEAR ENDED JUNE 30, 1910, BY CUSTOMS DISTRICTS.

[These yachts are not included in Statements Nos. 8 and 9 or 18 to 21, inclusive.]

Customs district in which built.	Sailing yachts.		Steam yachts.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Wiscasset.....	1	22	1	62	2	84
Bath.....	1	15	1	15	2	15
Marblehead.....	2	39	2	39	4	39
Boston and Charlestown.....	1	17	13	1,378	14	1,395
New Bedford.....	1	22	1	22	2	22
Bristol and Warren.....	3	294	1	17	4	311
Bridgeport.....	2	56	6	266	8	266
New York.....	31	1,767	33	1,823	64	1,823
Perth Amboy.....	1	61	1	61	2	61
Great Egg Harbor.....	1	18	1	18	2	18
Burlington, N. J.....	2	101	2	101	4	101
Philadelphia.....	3	142	3	142	6	142
Delaware.....	2	543	2	543	4	543
Baltimore.....	5	114	5	114	10	114
Eastern Maryland.....	1	36	1	36	2	36
Key West.....	1	38	1	38	2	38
Tampa.....	1	37	1	37	2	37
St. Louis.....	2	49	2	49	4	49
Rock Island.....	1	195	1	195	2	195
Cape Vincent.....	3	221	3	221	6	221
Sandusky.....	3	99	3	99	6	99
Detroit.....	4	175	4	175	8	175
Michigan.....	3	74	3	74	6	74
Milwaukee.....	1	43	1	43	2	43
Los Angeles.....	1	32	1	129	2	161
San Francisco.....	1	18	1	18	2	18
Portland.....	1	19	1	19	2	19
Puget Sound.....	10	263	10	263	20	263
Total.....	12	660	90	5,672	111	6,332

a House boats

NO. 29.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL YACHTS BUILT IN THE UNITED STATES AND DOCUMENTED, DURING YEAR ENDED JUNE 30, 1910, BY PORTS.

[These yachts are included in Statement No. 28.]

Port.	Sailing yachts.		Steam yachts.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Boston.....	1	659	1	659	2	659
Bristol.....	3	294	3	294	6	294
New York.....	3	307	3	307	6	307
Wilmington, Del.....	2	543	2	543	4	543
Baltimore.....	1	20	1	20	2	20
St. Louis.....	1	17	1	17	2	17
Total.....	3	294	8	1,546	11	1,840

NO. 30.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS ABANDONED, SOLD TO ALIENS, ETC., YEAR ENDED JUNE 30, 1910.

[These yachts are not included in Statements Nos. 8 and 9.]

	Sailing yachts.		Steam yachts.		Total.
	No.	Tons.	No.	Tons.	
Lost.....	1	21	3	71	4
Abandoned.....	9	405	7	420	16
Sold to aliens.....	3	693	10	657	13
Exempt, under 16 tons, gross.....	6	69	15	154	21
Total.....	19	1,194	35	1,302	54